C4
11:E42/2
c.2

North Carolina State Library
Raleigh

N. C.
Doc.

ELIZABETHTOWN, N.C.

DEVELOPMENT PLAN



ELIZABETHTOWN, N.C.

DEVELOPMENT PLAN

Prepared For

THE TOWN OF ELIZABETHTOWN, NORTH CAROLINA

C. P. Edge, Mayor

COMMISSIONERS

E. W. Woodell, Jr.
Charles S. Puglia
Frank L. Baker

PLANNING BOARD

James G. Thomas, Chairman

Harold Willis
D. M. Campbell
Clyde R. Jordan, Jr.
David K. Clark
David Shaw
Roy Jessup
E. Clayton Register
Coleman W. Ward

TECHNICAL ASSISTANCE

State of North Carolina
Department of Conservation and Development
Division of Community Planning

Administrator - George J. Monaghan

STAFF

Central Area Office Director - Victor H. Denton
Project Planner and Author of the Report - Ray Vincent
Secretary - Elizabeth Broome
Draftsman - James Taylor

August, 1967

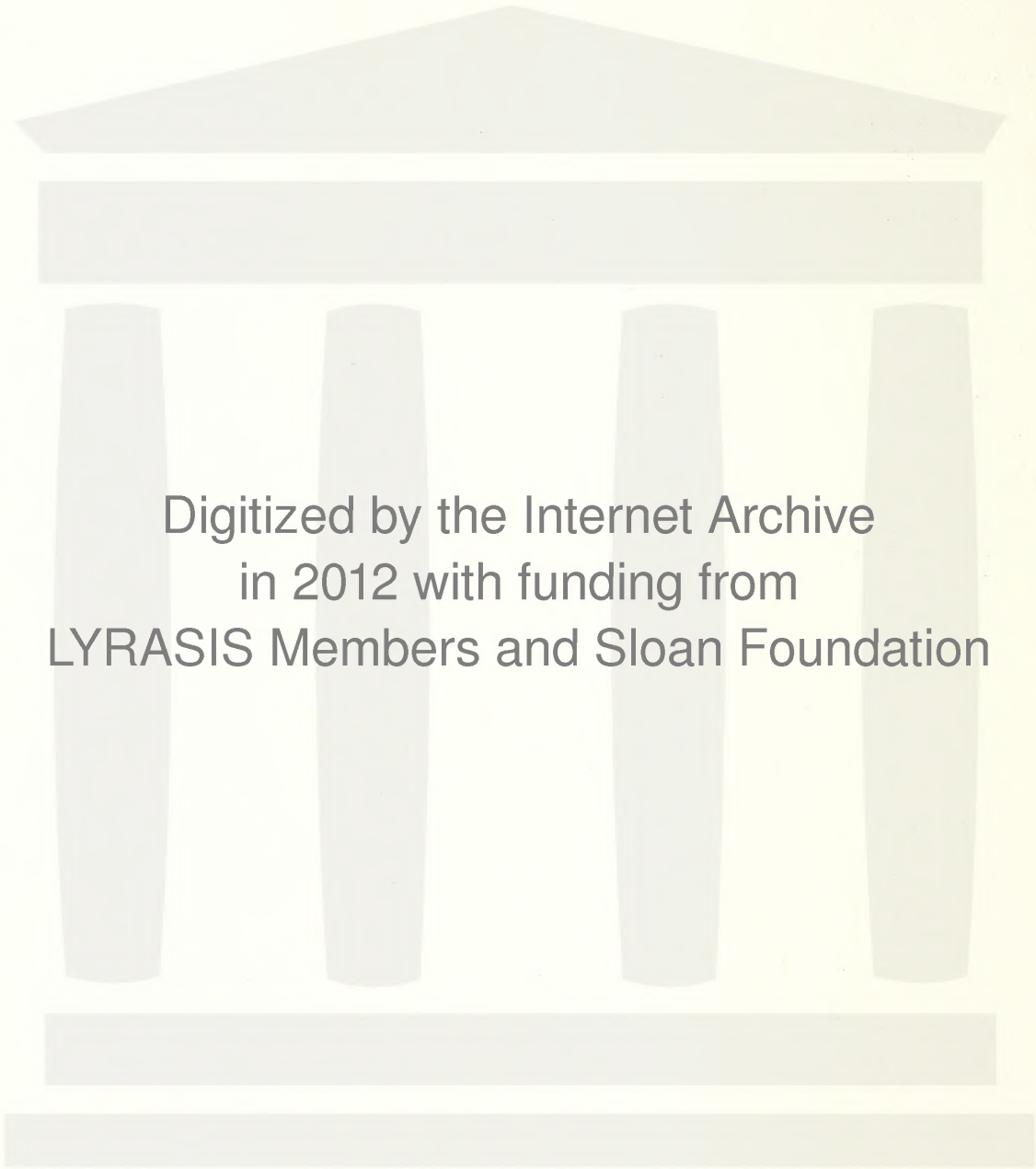
Price: $2.00



LAND USE SURVEY & ANALYSIS

TABLE OF CONTENTS

	Page
CHAPTER I	
HISTORICAL RESUME	1
Bladen County	1
Elizabethtown	2
Regional Setting	4
CHAPTER II	
SOILS	5
CLIMATE	10
CHAPTER III	
LAND USE SURVEY AND ANALYSIS	11
Methodology	13
Residential	14
Residential Land Use In The Past	14
Residential Land Use Today	17
West Residential Group	17
East Residential Group	18
South Residential Group (Cluster)	18
Far Western Residential Cluster	19
Housing Trend	19
Commercial	21
Industry	24
Services	26
Transportation and Utilities	28
Street and Highway Access	28
Average Daily Traffic Flow	30
Airports	31
Cultural and Recreation Uses	32
Land Use Comparisons	34
Elizabethtown	34
CHAPTER IV	
PROBLEMS AND OPPORTUNITIES	36
Housing	37
Substandard Housing	37
Commercial Activities and Tourist Potential	40
Vacant Land	41
Vacant Land and Recreation	42
Concluding Remarks	43



Digitized by the Internet Archive
in 2012 with funding from
LYRASIS Members and Sloan Foundation

http://archive.org/details/developmentplane1967nort

C H A P T E R O N E

HISTORICAL RESUME

HISTORICAL RESUME

Bladen County

Settled by Scots during the early part of the 18th century, Bladen County was formed in 1734 from New Hanover County. It is the fourth largest county in North Carolina. Nicknamed "Mother of Counties" by virtue of the fact that 55 of the present 100 counties in the state were once a part of Bladen, it was at one time North Carolina's largest county. At present it encompasses 879 square miles. Bladen County is divided by the Cape Fear River which runs in a northwesterly-southeasterly direction. The county grew in population from 3,530 according to the first census of 1790 to 26,605 in 1966. A major factor influencing early settlements in Bladen County was the river. Towns grew up as trading centers for the surrounding agriculture and lumbering areas. The fertility of the soil, combined with a mild climate, made Bladen principally an agricultural county. Agriculture and forestry were and still are the two chief sources of income in the county. Tobacco and peanuts are its leading cash crops. In the 1860's turpentine production became a major industry. In 1863 railroad (Seaboard) came to the county. The railroad tracks were built across the southern part of the county. As a result, railroad towns such as Clarkton and Bladenboro grew up. With the passing of the Civil War, the turpentine industry began a decline with cotton becoming the major "industry"; later in the 19th century tobacco replaced cotton and assumed the major role. However, even with the change of industrial and agricultural emphasis, river transportation in Bladen County has always been an important freight link between Fayetteville and Wilmington. To improve river traffic, the U. S. Army Engineers in 1913-1915 built locks at King's Bluff near Acme (11 foot lift), in 1935 at Brown's Landing, 2 miles southeast of Elizabethtown (9 foot lift). The

chief produce transported via an 8 foot channel running 115 miles between Fayetteville and Wilmington are petroleum products and pulpwood logs.

In 1922 White Lake was initiated as a major summer resort. Several recreation areas such as Page's Lake, Jones' Lake State Park, Singletary Lake which accommodates a Boy Scout Camp, Baker's and Black Lakes followed. Following similar trends and due to good hunting opportunities (deer, fox, wild turkey, quail, etc.), several hunting clubs came into being.

Today Bladen County is still largely agricultural, interspersed with large swampy areas (10,000 acres in bays and swamps), and largely forested (80 percent of the county). Although Bladen County has made considerable headway industry-wise (textiles, pulpwood, lumber and wood products, peanut processing and packaging, other food products and measuring instruments among other enterprises), it possesses greater potential for industrial expansion. From a population of 3,530 in 1790, Bladen County boasts a population of 26,605 in 1966.

Elizabethtown

For many years Bladen County was without a town. At the time of the county's creation in 1734, the justices were authorized to choose a place and a building for the courthouse. Apparently the structure selected was a modest one because public records were stored elsewhere at the County Clerk's private residence. When, however, the Clerk's house was destroyed by fire, and with it the records, the loss aroused the realization that a more secure depository was necessary for the future. In 1778 the Assembly authorized the building of a Courthouse. Prior to this, however, a site was already selected for the creation of a town and in 1773 the Assembly had named it the county seat.

The act designating the site as the county seat called the site "a healthy pleasant situation, well-watered and commodious

for commerce and sundry persons of note are desirous that a town should be erected thereon, for promoting the trade and navigation of said (Cape Fear) river ...".

Located only a short distance from Bladen County Courthouse, the site of Elizabethtown was a hundred-acre tract belonging to Isaac Jones where he already operated a tan yard, mill, and bark houses as well as a ferry.

The town was not incorporated and there was no local government provided. The title to the tract, with Jones' consent, was transferred to a group acting as "Directors and Trustees" and charged with building a public landing on the river and reserving 3 acres for a market. The remainder was to be divided into 120 half-acre lots along with "appropriate streets, lanes, and alleys."

A map was to be prepared on which each lot was to be identified by a number. The Directors were then to accept subscriptions, and when the commitments for as many as seventy lots had been received, a drawing was to be held to determine the owners of the specific lots. The price for each lot was set at forty shillings, 35 to go to Jones and the balance to be used by the Directors in paying the costs of laying out the town and for other public purposes. Within three years after receiving title, each owner was required to build a house at least 16 feet square or proportionately larger if two or more contiguous lots were used for a single dwelling.

Born on the eve of the Revolution, Elizabethtown's growth was hampered as the unrest and violence of that conflict swirled within and without. So for many years Elizabethtown was a small village and nothing more. Building materials were difficult to obtain and many who would have built houses were too preoccupied with more immediate and urgent problems. Even so, a village of sorts existed as early as 1776. Even though the first railroad in the county was built as far back as 1863, the necessary rail connection linking Elizabethtown with Fayetteville did not come

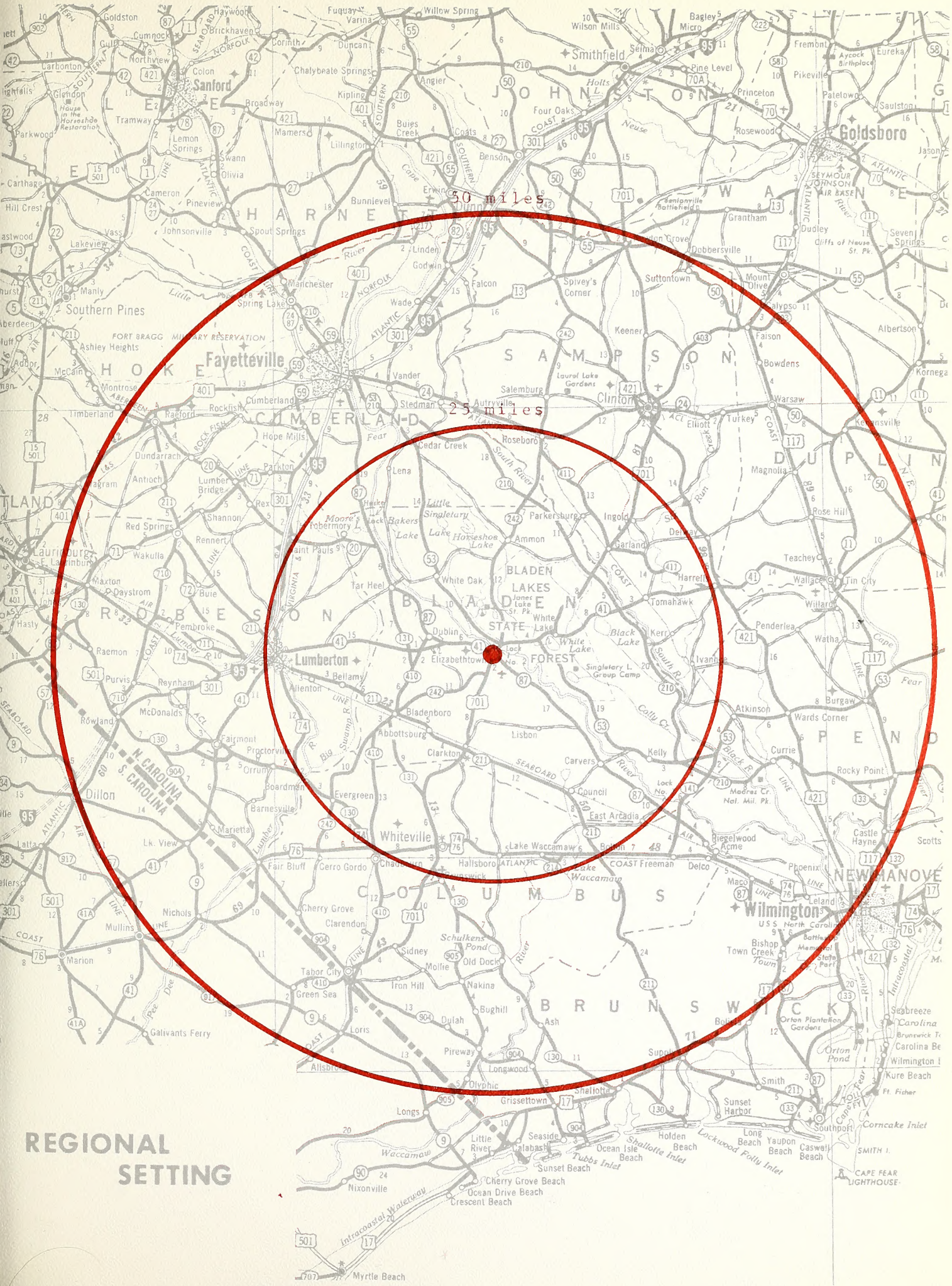
until 1913 when the Virginia and Carolina Southern Railroad extended a line to Elizabethtown. The duration of the rail service in Elizabethtown was relatively brief, for in 1956 the service was discontinued and in 1959 the rails were taken out.

Incorporated in 1901, Elizabethtown is among the historic communities in North Carolina. Named either after Queen Elizabeth or Isaac Jones' sweetheart by that name (two conflicting theories), Elizabethtown has grown from a small trading post on the Cape Fear River to a town of 1,486 population (1966) and 3,689 within its one-mile fringe area.

Regional Setting

Elizabethtown is the principal town in and the county seat of Bladen County. Near the geographical center of the county, this Sandhill-Coastal Plains community is located on the southwestern side of the Cape Fear River about 100 miles upstream from the Atlantic Ocean. U. S. Highway 701 and State Highways 41, 53, 87, and 242 connect Elizabethtown with other parts of Bladen County and nearby towns in the region. Fayetteville is approximately 37 miles to the northwest, Wilmington is 50 miles southeast, and Lumberton is 25 miles west. Although the town no longer has rail service, the Seaboard Airline Railroad serves several small towns in the southern part of the county. The nearest scheduled commercial air service is at Fayetteville.

The Cape Fear River's southwest bank is a bluff. Its northeast side is low and swampy. Situated in the Sandhills-Coastal Plains region of North Carolina, its altitude seldom exceeds 120 feet.


50 miles
25 miles
Fayetteville
Lumberton
Whiteville
Wilmington
Goldsboro
Sanford
Southern Pines
Clinton
Smithfield
Dillon
Myrtle Beach
Nixonville
Longs
Galivants Ferry
Marion
Mullins
Nichols
Loris
Tabor City
Green Sea
Cherry Grove
Clarendon
Evergreen
Boardman
Proctorville
Orrum
Rowland
McDonalds
Fairmont
Raemon
Purvis
Reynham
Pembroke
Red Springs
Rennert
Maxton
Daystrom
Wakulla
Laurinburg
Shannon
Rex
Buie
Hasty
Antioch
Lagram
Timberland
Raeford
Rockfish
Hope Mills
Cumberland
Dundarrach
Parkton
Lumber Bridge
Manly
Ashley Heights
FORT BRAGG MILITARY RESERVATION
Spring Lake
Manchester
Vass
Johnsonville
Lakeview
Carthage
Hill Crest
Pineview
Cameron
Lemon Springs
Tramway
Broadway
Parkwood
Glendon
Carbonton
Gulf
Cumnock
Brickhaven
Haywood
Colon
Northview
Chalybeate Springs
Corinth
Duncan
Varina
Fuquay
Willow Spring
Buies Creek
Kipling
Angier
Coats
Lillington
Mamers
Benson
Four Oaks
Micro
Bagley
Wilson Mills
Selma
Pine Level
Princeton
Rosewood
Pikeville
Fremont
Eureka
Aycock Birthplace
Patetown
Saulston
Jason
Seven Springs
Dudley
Grantham
Dobbersville
Suttontown
Spivey's Corner
Keener
Faison
Warsaw
Albertson
Alpsio
Mount Olive
Bowdens
Kornegay
Turkey
Elliott
Roseboro
Cedar Creek
Lena
Godwin
Falcon
Wade
Linden
Bunnlevel
Dunn
Erwin
Benson
Coats
Lillington
Mamers
Buies Creek
Kipling
Angier
Willow Spring
Fuquay Varina
Duncan
Corinth
Chalybeate Springs
Northview
Colon
Sanford
Brickhaven
Haywood
Goldston
Carbonton
Gulf
Cumnock
Parkwood
Glendon
Lemon Springs
Tramway
Broadway
Vass
Johnsonville
Lakeview
Carthage
Hill Crest
Pineview
Cameron
Spring Lake
Manchester
Manly
Southern Pines
Ashley Heights
FORT BRAGG MILITARY RESERVATION
Fayetteville
Vander
Stedman
Autryville
Salemburg
Clinton
Laurel Lake Gardens
Roseboro
Cedar Creek
Lena
Parkersburg
Ingold
Garland
Delway
Magnolia
Rose Hill
Teachey
Wallace
Tin City
Willard
Harrell
Tomahawk
Ivanhoe
Penderlea
Watha
Burgaw
Atkinson
Wards Corner
Currie
Rocky Point
Castle Hayne
Scotts
NEW HANOVER
Wilmington
USS North Carolina
Battleship Memorial State Port
Bishop
Town Creek
Leland
Maco
Phoenix
Delco
Freeman
Acme
Riegelwood
Lake Waccamaw
Hallsboro
Chadbourn
Fair Bluff
Gerro Gordo
Whiteville
East Arcadia
Council
Carvers
Kelly
Lisbon
Abbottsburg
Bladenboro
Elizabethtown
Lumberton
Bellamy
Allenton
Singletary L. Group Camp
Ivanhoe
Penderlea
Watha
Burgaw
Atkinson
Wards Corner
Currie
Rocky Point
Castle Hayne
Scotts
Harrell
Tomahawk
Teachey
Wallace
Tin City
Willard
Rose Hill
Ingold
Garland
Delway
Magnolia
Warsaw
Albertson
Alpsio
Mount Olive
Bowdens
Kornegay
Turkey
Elliott
Roseboro
Cedar Creek
Lena
Godwin
Falcon
Wade
Linden
Bunnlevel
Dunn
Erwin
Benson
Coats
Lillington
Mamers
Buies Creek
Kipling
Angier
Willow Spring
Fuquay Varina
Duncan
Corinth
Chalybeate Springs
Northview
Colon
Sanford
Brickhaven
Haywood
Goldston
Carbonton
Gulf
Cumnock
Parkwood
Glendon
Lemon Springs
Tramway
Broadway
Vass
Johnsonville
Lakeview
Carthage
Hill Crest
Pineview
Cameron
Spring Lake
Manchester
Manly
Southern Pines
Ashley Heights
FORT BRAGG MILITARY RESERVATION
Fayetteville
Vander
Stedman
Autryville
Salemburg
Clinton
Laurel Lake Gardens

C H A P T E R T W O

SOILS, TOPOGRAPHY, CLIMATE

SOILS

In doing a Land Use Analysis, soil conditions have to be interpreted and analyzed in order to ascertain what direction new development could take and to what extent it is limited.

An understanding of soil conditions is imperative in preparing plans for an area. Soil conditions of a planning area place certain restrictions on development. Some adverse soil conditions can be overcome by modern construction techniques; certain conditions of soil limit their use, while other soils should be avoided for development. See Map on page . A soil grouping table has been compiled (see Table 1) for interpretive purposes designating in detail what type of development is restricted and where. This is supplemented by a descriptive paragraph on each soil type in the Elizabethtown Planning Area. The basis for evaluating the degree of limitation for the various land uses will be found in the Appendix under separate cover in the Town Hall.

TABLE 1

SOIL INTERPRETATIONS

Vicinity of Elizabethtown, North Carolina (Bladen County)

SOILS	DECREE OF LIMITATIONS ON DEVELOPMENT OF SPECIFIC USES								EXPLANATIONS:
	DWELLINGS WITH			RECREATION					
	PUBLIC SEWERAGE SYSTEMS	SEPTIC TANK FILTER FIELDS	BASEMENT CONSTRUCTIONS	CAMP SITES	PICNIC AREAS	INTENSIVE PLAY AREAS	LIGHT[1/] INDUSTRIES	ROADS[2/] & STREETS	
Cl - Congaree silt loam	Severe (Fl)	Severe (Fl)	Severe (Fl)	Severe (Fl)	Moderate (Fl)	Moderate (Fl)	Severe (Fl)	Severe (Fl)	1/ Structures whose footings are in subsoil.
Jl - Johnston silt loam	Severe (Fl,Wt)	Severe (Fl,Wt)	Severe (Fl,Wt)	Severe (Traf.,Fl)	Severe (Traf.,Fl)	Severe (Traf.,Fl)	Severe (Fl,Wt)	Severe (Fl,Wt)	2/ Refers to roads and streets that have subsoil for base.
N - Norfolk sand	Moderate (Prod., AWC)	Moderate Low filtering action	Slight	Moderate (Traf.)	Moderate (Traf.)	Severe (Traf.)	Slight	Slight	
Ks - Kalmia sand	May overflow	May overflow Low filtering action	May overflow	Moderate (Traf.)	Moderate (Traf.)	Moderate (Traf.)	May overflow	May overflow	Abbreviations for Limiting Factors: Fl - Flood hazard; Wt - Water table; Traf. - Trafficability
Wl - Wickham fine sandy loam	May overflow	May overflow	May overflow	Slight	Slight	Slight	Moderate (Sh-Sw)	Moderate (TSC)	Sh-Sw - Shrink-Swell potential
Ns - Norfolk sandy loam Nsl - Norfolk fine sandy loam	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Slight	Perc - Percolation rate; Cor - Corrosion potential; Prod - Productivity; AWC - Available water potential
Rl - Ruston sandy loam	Slight	Slight to Moderate	Slight	Slight	Slight	Slight	Slight	Slight	TSC - Traffic supporting capacity
Ls - Lufkin sandy loam	Severe (Wt)	Severe (Perc.,Wt)	Severe (Wt)	Severe (Traf.)	Severe (Traf.)	Severe (Traf.)	Severe (Fl, Wt, Cor., Sh-Sw)	Severe (TSC)	
Pl - Portsmouth fine sandy loam P - Portsmouth sandy loam Pa - Portsmouth sand Hl - Hyde loam	Severe (Fl,Wt)	Severe (Fl,Wt)	Severe (Fl,Wt)	Severe (Traf.,Fl)	Severe (Traf.,Fl)	Severe (Traf.,Fl)	Severe (Fl, Wt, Cor.)	Severe (Fl,Wt)	
	Slopes 10% impose limitations; 10-25% - Mod. 25%+ - Severe	Slopes 10% impose limitations; 10-15% - Mod. 15%+ - Severe		Slopes 6% impose limitations; 6-10% - Mod. 10%+ - Severe	Slopes 6% impose limitations; 10-25% - Mod. 25%+ - Severe	Slopes 6% impose limitations; 6-10% - Mod. 10%+ - Severe	Slopes 10% impose severa limitations,	Slopes above 25% impose severe limitations.	

ELIZABETHTOWN, NORTH CAROLINA
BLADEN COUNTY

(Notes on the soils)*

C1 - Congaree silt loam

As described in the 1914 Soil Survey Report, this unit ranges in drainage from well to poorly drained.

This unit is subject to overflow and some portions are covered with water many times during the year.

J1 - Johnston silt loam

Very poorly drained first bottom soil with a black silt loam or loam surface, 8 to 24 inches thick, over a gray, sticky, heavy silty clay subsoil.

This soil is subject to frequent overflows. The subsoil of the greater portion of this type is saturated with water throughout the year.

N - Norfolk sand

Sand surface extending to a depth of 3 feet or more.

Ks - Kalmia sand

Sand horizon to a depth of 3 feet or more.

Has good natural drainage, but is subject to overflow during exceptionally high freshets.

K1 - Kalmia sandy loam

Has 12 to 20 inches of sand or loamy sand surface over yellowish friable sandy clay.

Drainage is well to moderately well drained, but is subject to overflow during exceptionally high freshets.

* U. S. Bureau of Soils, Bladen County Soil Survey, 1914.

Wl - Wickham fine sandy loam

Well drained terrace soil with sandy loam to fine loamy sand surface, 10 to 20 inches thick, over yellowish red sandy clay to clay.

Subject to overflow during exceptionally high water.

Rl - Ruston sandy loam

Well drained soil with a sandy loam to loamy sand surface 12 to 30 inches thick over a yellowish red or reddish yellow friable to firm sandy clay subsoil.

Ls - Lufkin sandy loam

Dominantly a somewhat poorly drained soil with a sandy loam or loamy sand surface, 10 to 24 inches thick, over a brownish drab (mottled with yellow) sticky, plastic sandy clay.

Pl - Portsmouth fine sandy loam

Same as sandy loam type except for surface texture.

Ps - Portsmouth sand

Very poorly drained sand known locally as "bay land" and consists of 8 to 15 inches of black sand high in organic matter. This is underlain by white loose sand, over a brown compact sand, locally called "hardpan" at about 20 inches below surface. This layer may be an inch or several inches in thickness and is in turn underlain by white or light gray sand.

Ns and Nsl - Norfolk sandy loam

Well drained soil with sandy loam to loamy sand surface, 12 to 20 inches thick, over a yellowish friable sandy clay loam to sandy clay subsoil.

Some of the flat areas may be moderately well drained.

P - Portsmouth sandy loam

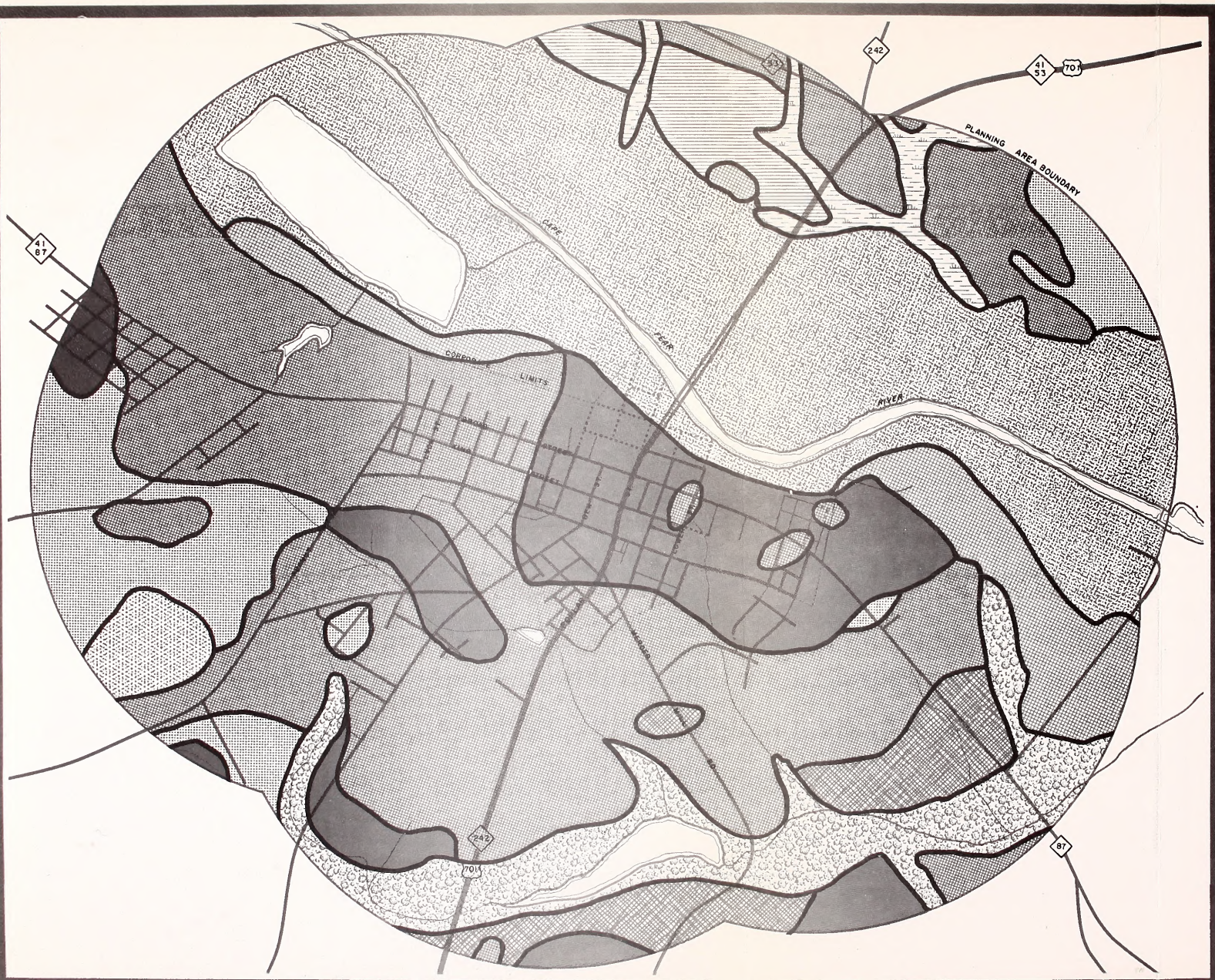
Very poorly drained soil with 6 to 18 inches of dark gray to black sandy loam surface over a gray, sticky heavy sandy clay subsoil.

Hl - Hyde loam

A very poorly drained soil with a black loam or silty loam surface, 12 to 24 inches thick, over a dominantly dark brown, sticky silty clay subsoil. In places black mucky loam occurs.

This type is confined exclusively to depressions and basin-like areas where surfaces are predominantly flat and level.

Their thicker, black layer distinguishes this unit from Portsmouth.



ELIZABETHTOWN
NORTH CAROLINA

GENERALIZED SOIL MAP

LEGEND

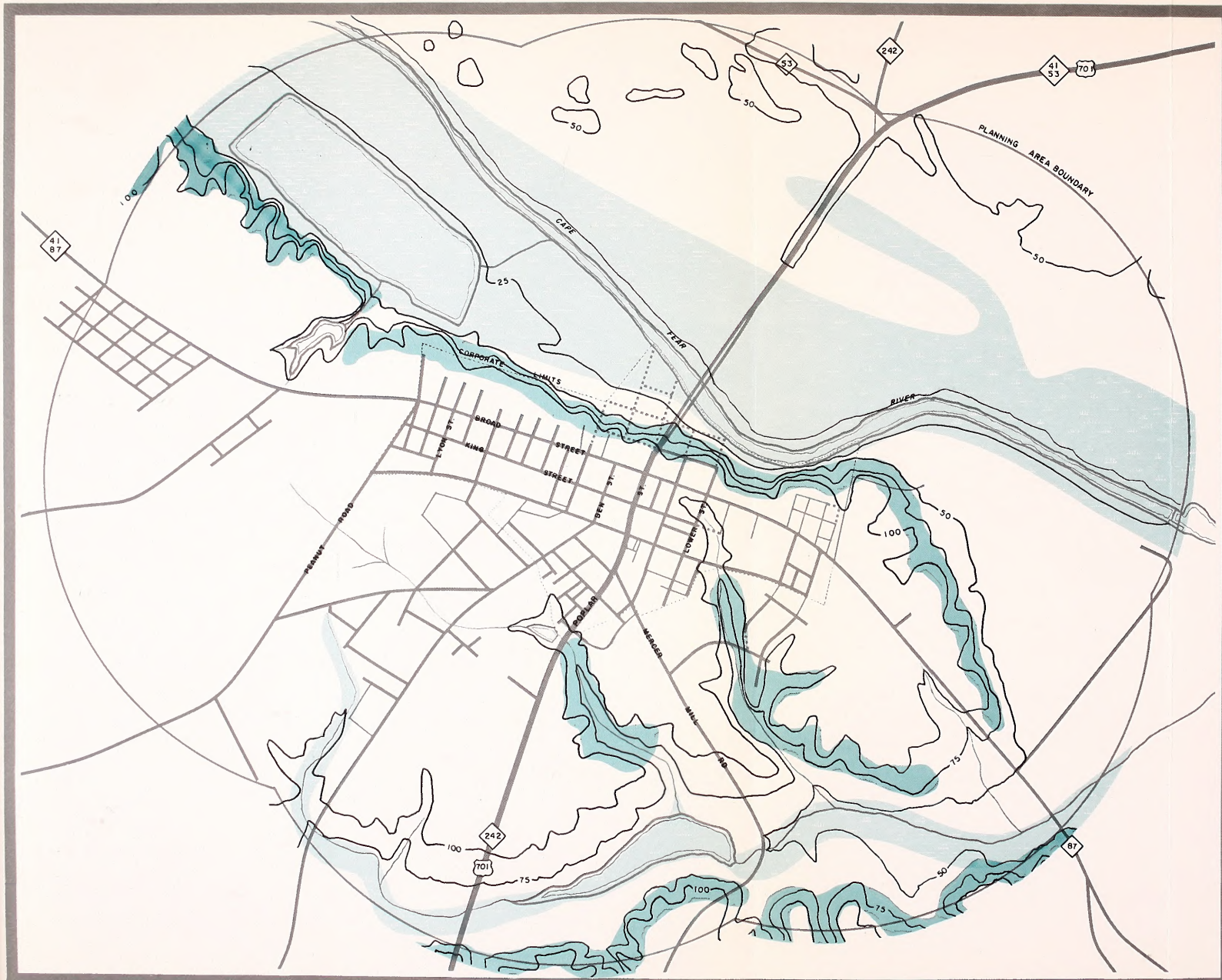
- CONGAREE SILT LDAM
- JDHNSTON SILT LDAM
- NDRFOLK SAND
- NORFDLK SANDY LDAM
- NDRFOLK FINE SANDY LDAM
- KALMIA SAND
- KALMIA SANDY LDAM
- WICKHAM FINE SANDY LDAM
- RUSTON SANDY LOAM
- LUFKIN SANDY LDAM
- PDRTSMDUTH SAND
- PDRTSMDUTH SANDY LDAM
- PORTSMDUTH FINE SANDY LOAM
- HYDE LDAM
- SWAMP

N

SCALE

0 .1 .2 .3 .4 .5

tenths of a mile



ELIZABETHTOWN
NORTH CAROLINA

TOPOGRAPHY
&
FLOOD PLAIN

LEGEND

CONTOUR LINE INTERVAL 25 FEET

SLOPE:

15 PERCENT AND OVER

FLOOD PLAIN

SOURCE:
U. S. Geological Survey Map

N

SCALE

0 .1 .2 .3 .4 .5

10ths of a mile

CLIMATE

Bladen County's location assures it of a good climate with an average annual temperature of 62, precipitation of 43.9 inches and annual snowfall averaging 4 inches.

The following maps portray the various elements of North Carolina's climate with Bladen County emphasized. A glance at the maps shows the moderate year round temperatures Bladen County enjoys.

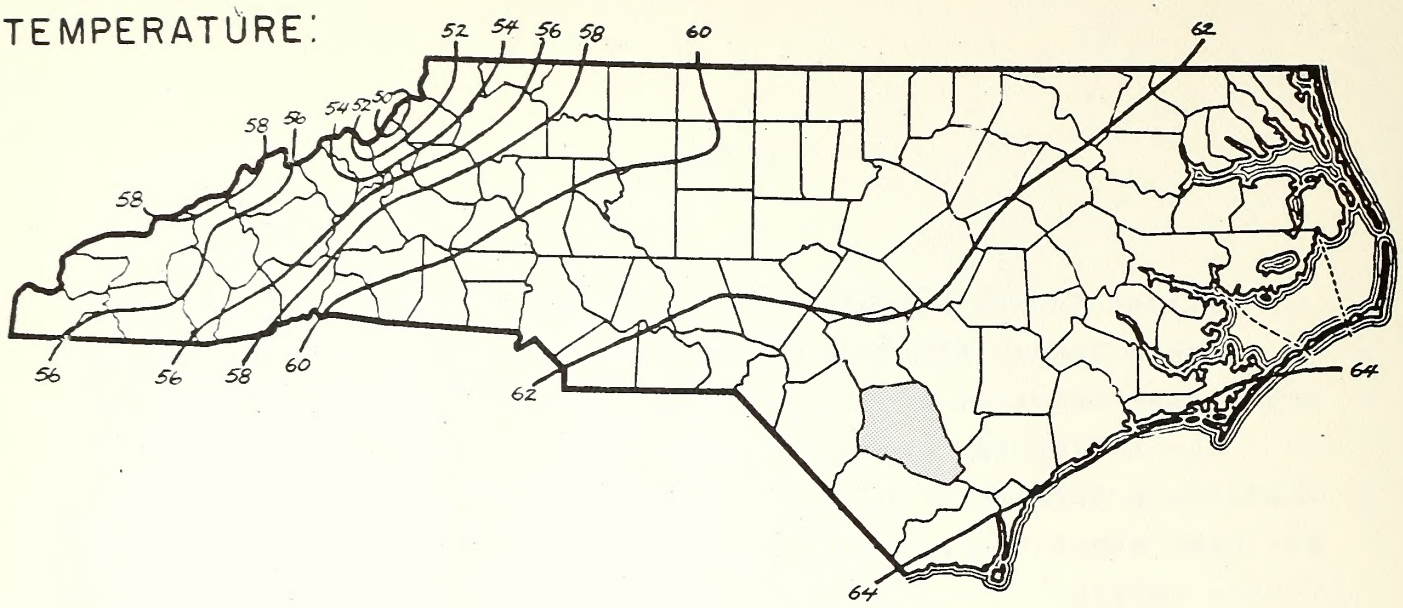
Furthermore, Bladen County is only about 30 miles from the Atlantic Ocean and the moderating influence of the sea breeze on the area cannot be discounted.

On a year round basis, the wind over Bladen County, as over most of the state, blows from the southwest more frequently than from any other direction. This holds true for the greater part of the year, but in September and October the prevailing wind direction seems to come from exactly the opposite direction - northeast. This is because the autumn season brings prevailing high pressure over the north central and northeastern states, while the passage of low pressure storms through North Carolina's offshore waters increases at this season.*

---

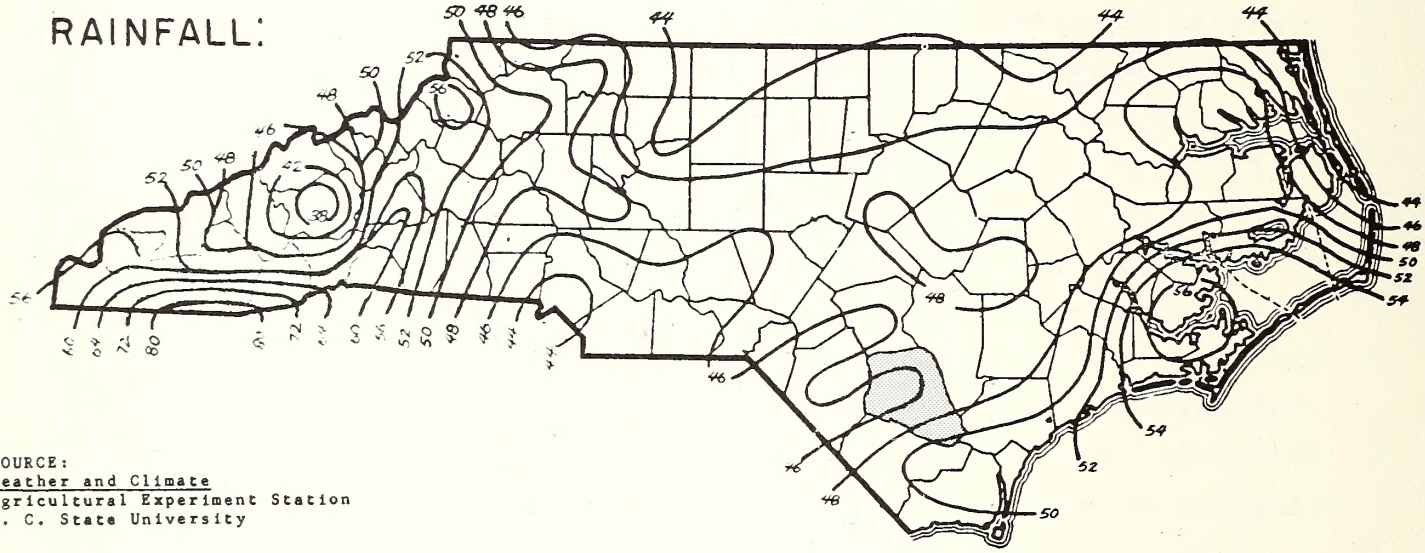
* Carney, Charles B., "Weather and Climate in North Carolina," Agricultural Experiment Station, N. C. State College, Raleigh, North Carolina, p. 25.

TEMPERATURE:



Average annual temperature in North Carolina (Degrees F.).

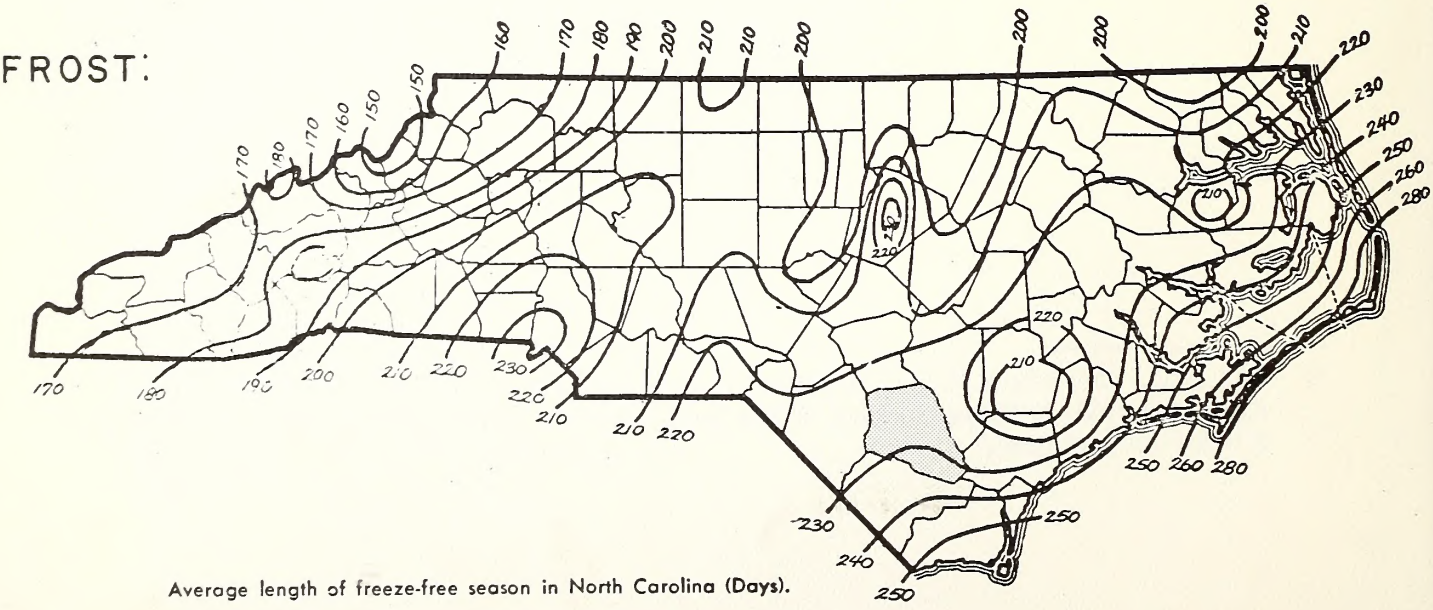
RAINFALL:



SOURCE:
Weather and Climate
Agricultural Experiment Station
N. C. State University

Average annual precipitation in North Carolina (Inches).

FROST:



Average length of freeze-free season in North Carolina (Days).

C H A P T E R T H R E E

LAND USE SURVEY AND ANALYSIS

Criteria, Methodology, Land Uses

LAND USE SURVEY AND ANALYSIS

The Elizabethtown Planning Area encompasses the incorporated area and the one-mile fringe areas around the town. To plan for the future, the Elizabethtown Planning Board included the one-mile extraterritorial area in the study since the corporate limits of the town do not necessarily confine urban development. The current urban uses in the Elizabethtown area disregard municipal boundaries and extend into the adjacent fringe areas due mainly to availability of land and access. The extra-territorial area shall be referred to as "fringe area". The fringe area plus the incorporated area constitute the Planning Area. The present municipal area within the Elizabethtown town limits equals approximately 466 acres. The fringe area consists of 4,690 acres, in all totalling about 5,156 acres or roughly eight square miles. Table 2 on the following page portrays the various land use breakdowns in acres and percentages within the Planning Area. The map following Table 1 shows the Elizabethtown Planning Area.

TABLE 2

LAND USE DISTRIBUTION

ELIZABETHTOWN

Type of Use	Acres	Developed Area %	Total Area %
Residential	142.6	46.3	30.6
Commercial	21.5	7.0	4.6
Service	22.0	7.1	7.0
Industrial	7.2	2.3	1.5
Transportation and Utilities	7.0	2.3	1.5
Streets	95.6	31.0	20.5
Cultural and Recreation	12.1	4.0	0.4
Total Urban	308.0	100.0	66.1
Vacant	157.9		33.9
TOTAL	465.9		100.0

FRINGE AREA

Residential	95.6	21.4	2.0
Commercial	17.9	4.0	0.4
Service	20.3	10.0	1.0
Industrial	99.0	21.9	2.1
Transportation and Utilities	16.8	3.7	0.4
Streets	175.8	39.0	3.7
Cultural and Recreation	25.0		
Total Urban	450.4	100.0	9.6
Lakes	194.5		4.1
River	97.6		2.1
Vacant	3947.5		84.2
TOTAL	4690.0		100.0
TOTAL AREA	5156		


ELIZABETHTOWN
NORTH CAROLINA
GENERALIZED
EXISTING LAND USE
1966
LEGEND
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
TRANSPORTATION & UTILITIES
SERVICES
CULTURAL, RECREATIONAL, & EDUCATIONAL
PLANNING AREA BOUNDARY
CORPORATE LIMITS
CAPE FEAR RIVER
53
242
701
41
87
N
SCALE
0 .1 .2 .3 .4 .5
tenths of a mile

METHODOLOGY

The classification of land uses in the study is substantially that which is recommended in the Standard Land Use Coding Manual, published by the Housing and Home Finance Agency and the Bureau of Public Roads of the Department of Commerce.

For the purpose of this study, the classifications have been modified slightly to suit the Elizabethtown Planning Area. The land use categories, 7 in number, are as follows:

1. Residential: Household where one or more families dwell.
2. Commercial: Business establishments providing retail or wholesale functions, and general business needs for the community.
3. Industrial: Extractive or fabricating type of enterprise, construction and composition of products.
4. Services: Establishments of a business character that meet general needs in personal, professional or government needs of the community.
5. Transportation and Utilities: Vehicular and non-vehicular and utilities rights-of-way and land uses.
6. Cultural and Recreation: Enclosed or open space type of activities for purposes of active or passive recreation or instruction.
7. Open Land: Vacant land, forested or unforested, agricultural lands, water areas.

These are general descriptions of the major categories. The uses in each of the categories will be described in some detail as each classification is studied separately.

RESIDENTIAL

Residential Land Use In The Past

Before reaching any conclusions as to where the future population is to be housed, it is important to see how the present day population is accommodated.

The Planning Area is comprised largely of detached, single-family houses. The great majority of single-family houses are built on lots of 10,000 - 15,000 square feet. There are, however, some homes built on larger tracts of land. While these large-lot residences account for a small percentage of the total residential area, their existence gives a degree of variety and eye-appeal.

In the past, many tracts of land easily served by utilities and offering direct access to the center of the town were hastily developed. Often, in the developer's rush to make maximum profits, inadequate reservations were made for parks, playgrounds, access roads and other community needs. This may account for the absence of a neighborhood park in the incorporated area today and the existence of a high number of unpaved or even unopened streets in the urbanized portions of the Planning Area.

Of the total area within the present town limits, residential use covers 142.6 acres or 30.6 percent and comprises the largest segment of developed land within the town limits (46.3 percent). In the one-mile fringe area, residential land use comprises 21.4 percent of the developed area. See Table 2.

Since vacant land is becoming scarcer within the town limits, residential development is moving out into the periphery along main vehicular routes. North of the Cape Fear River, however, development is nonexistent due to physical conditions (low elevation and swampy) which prohibit any residential development. Thus referring back to soils, we find the development pattern has followed rather faithfully the availability of conducive

soils and gentle topographical conditions for residential structures.

New home building in the Elizabethtown Planning Area is reflected in the building permits issued for the years 1958-1965. (See Table 3.) While there is no sign of great leaps in the home building industry, the table supplements the facts revealed in the discussion on housing found in the concluding chaper, "Problems and Opportunities," that a high proportion of Elizabethtown's population is living in substandard housing. Housing supply and demand obviously is incongruent.

This latter issue will be discussed in some detail in the chapter on blight, but for now suffice it to point out there are in the Planning Area:

130 housing structures that are deteriorating;
177 housing structures that are dilapidated, comprising
307 substandard units, leaving 518 in sound condition.*

---

* Source: Division of Community Planning, N. C. Department of Conservation and Development, Field Survey, September, 1966.

TABLE 3

BUILDING PERMITS

Year	New Structures	Additions
1958	5	5
1959	6	19
1960	5 dwelling houses 8 other buildings 13	16
1961	5 dwelling houses 1 other 6	5
1962	4 dwelling houses	4
1963	3 one-family houses	4
1964	2 one-family houses	
1965	6 one-family houses	
	5 commercial buildings	
	8 house units added by conversion	
1966	2 dwelling houses	
	1 apartment (duplex)	
	1 commercial building	
	1 bank building	
	1 dentist office	

Residential Land Use Today

The residential use in Elizabethtown is generally spread out. Two major residential concentrations, however, appear in and around the Business District within the corporate limits. The first group (West) extends from the western town limits to Pine Street; the second (East) from First Street to the Eastern corporate limits. In the fringe area, two major residential groups stand out as concentrations. The first group (South) actually is a continuation of the West group extending south between U. S. 701 and Peanut Road. The second group, Far West, is a relatively new residential area between the western one-mile planning area boundary and Singletary Avenue.

The rest of the residential uses are located along major thoroughfares in a strip fashion in all directions. This is especially true in the fringe areas where the residential strips radiate out from the town proper primarily because of a lack of access roads leading to the interior away from the major thoroughfares. See Land Use Map.

West Residential Group:

Occurrence of deterioration and dilapidation is slight. The street layout, a gridiron, is far less confusing than any of Elizabethtown's other residential sections. Broad Street (which connects Elizabethtown to its western neighboring communities) tends to split the area into two sections. Aside from a small cell of commercial uses on both sides of Broad Street at the intersection with Newton Street (corporate limits) and the Telephone Company's Staging Yard north of Swanzy Street, the area is free of incompatible uses. Elizabethtown School, a lighted baseball field nearby, and a number of churches in the area blend well with the residential uses.

East Residential Group:

All the residences in this section except for two deteriorating structures are in sound condition. Small industrial and commercial uses appear fronting Broad Street. A major shortcoming in this area is its unopened streets, especially Second and Third Streets and Byrd Lane north of Broad Street. South of Broad Street the residential development extends beyond the corporate limits on Hill and David Streets, parts of which are unpaved or unopened. The residential lots here are larger, on the average, than its counterpart north of Broad Street. This is probably due to an earlier reference made to the changing price structure and the trend towards more spacious lots. Furthermore, the area has an advantage in that expansion can take place in all directions except north.

South Residential Group (Cluster):

To the south of Swanzy Street between Poplar Street (U. S. 701) and Peanut Road extending beyond the corporate limits to the one-mile planning area boundary lies the Southside residential cluster. Several adverse physical qualities stand out immediately. First, substandard housing is extensive throughout the area. Second, incompatible and mixed uses are found in several spots, especially along Ben and Poplar Streets where commercial, services, and industrial uses are intermixed with residential uses. Third, a great number of streets are either unpaved or unopened. (See Street Conditions Map.) Finally, a whole new subdivision is platted in the area between Ben and Poplar Street where the existence of a few residences fronting Poplar Street (U. S. 701) tend to imply impending growth within the above subdivision in a southwesterly direction. Aside from the anticipated waste in street paving due to the rigid gridiron and size of block layout, the anticipated population growth does not warrant significant increases in housing today and in the foreseeable future in the order of a subdivision of that magnitude.

Far Western Residential Cluster:

This cluster, fronting Broad Street at the intersection of Broad Street and the one-mile Planning Area boundary, is a recent development across from the new Veeder-Root industrial site. Because it is new, all of the residential structures are sound. Although all the interior streets are still unpaved, the waste in street paving, when paving will occur, will be excessive; excessive due to the rigid gridiron layout and the lot sizes where a street serves only 3 or 4 lots. Aside from the Veeder-Root Plant across Broad Street, no commercial or industrial use is currently located in the area.

Housing Trend

The changing price structure in Elizabethtown as elsewhere is generating a new trend in lot sizes. People today are increasingly less inclined to build expensive homes on postage stamp building lots. There is certain to be a trend in Elizabethtown towards more spacious lots than those that have been standard in the past. This trend, already seen in the new residential development across from Veeder-Root, should be recognized and provided for today to avoid frozen obsolescence tomorrow.

Another housing trend is also significant. Average household sizes in general are decreasing. For the U. S. as a whole, household size has decreased from 3.42 per family in 1950 to 3.29 in 1960. This has been explained by one authority in terms of larger life spans, greater economic security for the elderly, and younger marriages.* Larger life spans as explained in the Population Study are attributable to better health measures, improved medical technology, and early retirement. The implication of greater economic security and younger marriages on

* Bayne, Donald, "The Population of the U. S.," Glencoe Press, Illinois, 1959.

household size is explained by the fact that an average couple today seeks to enhance their economic standing and social status first before commencing with raising a family. Another authority has attributed the decline in household size to a transition from three generation households to two generation households, and a considerable increase in one-person households.*

Although this general decline in household size has not shown up yet in statistics for the Elizabethtown Area where population per household was 3.8 in 1960, it is very likely to in the next few years. If it does, the number of new households to be planned for should increase slightly faster than the number of people in the Elizabethtown Planning Area.

---

* Philip Houser, "The Census of 1960," Scientific American, Vol. 250, July, 1961.

COMMERCIAL

The commercial area in Elizabethtown is primarily concentrated in the heart of town at the intersection of the town's major transportation channels. Located south of the Cape Fear River and north of Mercer Mill Road between Lower and Pine Streets, the Business District is centrally located. Because of the river, its flood plain and difficult topographical conditions north of the river, expansion of the Business District to the north is restricted. Expansion to the east, west and south may also be difficult to achieve since the area immediately adjacent to the Business District is currently mostly developed. Therefore, any structural expansion of a commercial nature will probably appear away from the main body of the downtown commercial concentration.

Commercial activity, however, if judged by acreage alone seems excessive in Elizabethtown. Commercial acreage within present town limits totals 21.5 acres or 4.6 percent of the total area and 7 percent of the total developed land. One measure of size of commercial acreage is explained by one authority,* a rough rule of thumb, which designates 3.32 percent of total developed land to commercial. This excess may be explained by the fact that Elizabethtown is in a unique position with regards to commercial competition from neighboring centers. Elizabethtown has the advantage of meeting no competition from other nearby commercial magnets. The commercial sphere of influence commands a large trade area (the entire county of Bladen and parts of surrounding counties). In this light, the volume of acreage devoted to commercial activity in Elizabethtown is, therefore, not excessive.

The concentration of commercial activity in the Central Business District is healthy in that it allows the buyer the opportunity to do comparative shopping. However, one undesirable feature of the Central Business District is the mixture of

* Bartholomew, Harland, "Land Uses in American Cities," 1955.

residential and commercial land uses. The dilapidation of a high percentage of dwellings in the southwestern sector of the town between Swanzy Street and U. S. 701 is invariably damaging the image of the Central Business District. Furthermore, the industrial use (lumber mill and furniture manufactures) on Swanzy Street, which is intermixed with residential, commercial, and service, detracts further from the appearance of the Business District. Aside from appearance, truck traffic, employee traffic, and clientele traffic add to the congestion of the Business District's streets.

In the fringe areas outside the corporate limits, the commercial acreage totals about 18 acres embracing 4 percent of the total developed land and 0.4 percent of the total fringe area. Because of the nature of general development in the fringe area, the commercial activity is in a satellite pattern along major streets or highways, specifically along Broad Street and U. S. 701. The satellite isolated pattern is such because of the nature of the commercial activity. Most of these enterprises are wholesale farm equipment, warehousing, bulk petroleum distributors, and building supplies that tie in closely with industrial activities. These cater to the area engulfing all of Bladen County and parts of the counties bordering Bladen. They are, therefore, regional in character, and highway access, rather than a downtown location, is of prime importance in this instance. Aside from the wholesale nature of the commercial sector in the fringes, a number of small isolated commercial parcels, mainly grocery stores and service stations, have developed in response to the pull of the residential's outward expansion.

Because Elizabethtown does not possess a zoning ordinance, physical and economic factors have been the determining criteria in commercial and service location. Containing the business area, therefore, becomes a problem. Some commercial and service uses that belong in the downtown area have emerged in the peripheral areas such as the block defined by Williams, Dunham and Ben

Streets extending south to the cemetery, as well as the strip fronting Ben Street on the west. This commercial leapfrogging is by-passing the few remaining vacant parcels adjacent to the present core. Aside from the fact that commerce follows population, land values in the Business District (where vacant land is admittedly small) often prohibit investment in new structures in the vicinity of the town's shopping core.

The shopping core, to be sure, has adequate access from most parts of the Planning Area. U. S. 701 (north-south) and N. C. 87 (east-west) are the major carriers. Other streets either connect directly to the Business District, such as Ben, King and Swanzy Streets, or feed into a major collector thoroughfare leading into or across the Business District such as Mercer Mill Road and SR 1148.

INDUSTRY

The major portion of industrial activity in the Elizabethtown Planning Area is located outside the present town limits. Within the corporate limits industry is confined to two locations: one Elizabethtown Manufacturing Company, manufacturing textiles, on the corner of Cypress Street Continued and Swanzy Street; the other between Swanzy and Ditch Streets off U. S. 701 (Poplar Street), manufacturing furniture. The location and the size of the latter industry is incompatible. As mentioned earlier, it is surrounded by and adjacent to commercial, service and residential uses. Neither of the two industries have access to railroads, since no such service is available in the Elizabethtown vicinity, nor is either located on a major highway. Instead, the type of traffic the two industries generate must go through Swanzy Street in order to get to U. S. 701 (north-south bound) and Ben or Cypress Streets to get to Broad Street (east-west bound). The location of industry in the Business District is perhaps due to the availability of municipal services, namely, power, water and sewer, paved streets, police and fire protection; facilities any enterprise would want to take advantage of. The total acreage devoted to industrial use within the corporate limits equals 7 acres comprising 2.3 percent of the developed land and 1.5 percent of the total area.

In the fringe areas of Elizabethtown, on the other hand, industrial acreage tops even residential use acreage, although admittedly by a very slight margin - 21.9 percent versus 21.4 percent of the total developed land. Although the industrial uses are in the less dense areas of the fringes, they are nonetheless not completely isolated from residential or cultural uses. Veeder-Root Company, which manufactures counting, recording, and controlling instruments, while located at the eastern edge of the Planning Area, is directly opposite a new residential cluster. In this instance, the problem of mixed uses in the future will not be the encroachment of industry on

other uses but the encroachment of other uses on industry. The Columbia Peanut Company, located at the edge of the town's western corporate limits, although closer to town, is better removed from any residential or cultural uses. The Telephone Company's Staging Yard and a strip of vacant lots on Peanut Road act as a buffer between the industrial site and the residential areas. Across from the Elizabethtown School on Swanzy Street Extended and surrounded by residences is a septic tank manufacturing industry that is incompatible in that area. In the same area, adjacent to the National Guard Armory, is a textile industrial use separated from the residences on Peanut Road by a small strip of vacant wooded land acting as a buffer. In all these instances regardless of whether or not these industries are compatible or not, the hazards associated with industry, such as smoke (except for the emission of smoke from the Columbia Peanut Company), odor or noise, are insignificant enough not to warrant any alarm.

SERVICES

Services fall into four categories: business, professional, personal, and administrative. Within each community the type and volume of services required are determined by what the population can support. These services are vital to the daily family life. To name a few, such services as banks, restaurants, theater, newspaper office, barber shops, beauty parlors, dry cleaners, and service stations are illustrations of their functional necessity. Because of the nature of this type of activity, services tend to congregate spatially among the commercial establishments. In Elizabethtown they are confined mainly to the Central Business District.

Since the fringe area is sparsely populated, it cannot support any appreciable amount of personal services, outside of cemeteries, which, by nature, are located in the fringes. The cemeteries, however, comprise a substantial acreage of all services in the fringe area. As Elizabethtown's population increases in the present fringe area, service establishments are expected to grow simultaneously and follow this shift in growth, because services, especially business and professional, are attracted to the most populous sections of any area.

The administrative services, which include the Courthouse, the Town Hall, and the various governmental offices, are all located in the center of town. Protective facilities, such as police and fire departments and hospital, related closely to administration, are also in the heart of town. The location of these uses in the Central Business District enhances convenience; convenience in the sense that an individual on a shopping trip to the Central Business District may conduct a business transaction at a bank, pay a visit to the dentist, have the car serviced and perform other related tasks as well.

The major problem in this case, as in the Central Business District in general, emerges from the fact that the area is fractured by Broad Street (east-west) and U. S. 701 (north-south)

both non-local roads. This raises the problem of volume of traffic and speed of moving vehicles entering Elizabethtown. Coupled with this is the problem of parking. Because most of all business and shopping trips converge onto the Business District, parking facilities are taxed to their limits. A bypass would be ideal.

The acreage devoted to services in Elizabethtown totals 22 acres within the town limits and 20.3 acres in the fringe area. The relatively high acreage in the fringe is due to the existence of a large cemetery, a particularly large church site on Broad Street, and a very large site servicing Lock No. 2 on the Cape Fear River, part of which is in the one-mile fringe area.

The rest of the services in the fringe area are relatively small in acreage. They are scattered and unrelated, such as a slaughter house on U. S. 701, a dentist office on Mercer Mill Road, a beauty shop on Ash and Second Streets, and a veterinarian clinic on Peanut Road.

TRANSPORTATION

The convenience of everyday living in an urban society is largely dependent upon efficient systems of public services which form the basic structure for community well-being. Transportation and utility services facilitate development in an orderly fashion when they are provided in a logical manner.

Before the days of the railroad, the Cape Fear River between Wilmington and Fayetteville was an important channel of commerce. As a result, Elizabethtown thrived and the Elizabethtown vicinity at first far outstripped its neighbors in population growth, economic prosperity and territorial expansion.

Then came the railroad and the relative decline of river commerce. Initially, the railroad skirted Bladen County in the south and caused the birth of such towns as Clarkton and Bladenboro. A rail link connecting Elizabethtown to Fayetteville was laid in 1913. However, in 1956 the rail service was discontinued and in 1959 abandoned.

The car, however, brought Elizabethtown back into the active picture. U. S. 701 and State Highways 87, 41, and 242 removed Elizabethtown from isolation and placed it in line with the main channels of travel.

Street and Highway Access

Just as there are paved streets in every section of the Planning Area of Elizabethtown, there are unpaved and unopened streets in these same areas. The unpaved streets are not confined to the new residential developments, such as the relatively new subdivision on the western end of the Planning Area where none of the streets are paved and the eastern subdivision where parts of its major collector roads (David Street Extended, Hill Street Extended and Swanzy Street) are all unpaved. The greatest concentration of unpaved and unopened streets, however, appears in the area southwest of town between U. S. 701 and Peanut Road.

Furthermore, the street layout in this area is confusing and illogical. Major streets are laid out at acute angles. Other streets lead to unopened paths or merely dead end without alerting the driver or pedestrian as to intended dead ends.

Elizabethtown was initially laid out in a gridiron manner, and the pattern laid out in the early days was generally followed in later years. This is true in areas within the present corporate limits, especially the western half of the town. (In this section usually more than five dwelling units comprise a block so that a street serving the block would be economically justified.) In the outer fringe area far west, however, interior streets tend to serve about three dwelling units, and in some instances only one or two. This is clearly a waste of valuable land and funds. On the eastern half of the town, on the other hand, a major thoroughfare like Broad Street serves, for the most part, only individual dwelling units fronting on both sides of the street. Broad Street is a feeder facility and laid out as such. It is not a collector street. This fact, again, is seen as a misuse of a thoroughfare's potential. This extravagance is portrayed in the high percentage of the developed land devoted to streets (31 percent or 95.6 acres within the corporate limits and 39 percent of 175.8 acres in the fringe areas of Elizabethtown). Normally, about 20-25 percent of the total developed land in a community is devoted to streets and street rights-of-way.

North-south access is adequate. U. S. 701 penetrates Elizabethtown through the middle dissecting it in two. It is rarely congested even at peak hours. But because of the nature of the thoroughfare, namely a through-traffic carrier, it facilitates high-speed traffic which may generate traffic accidents. East-west access is via Broad Street which is heavily used. It is less adequate because not only does the Business District front on it, but most of the residential traffic relies on it for movement. Furthermore, on-street

parking in the Business District is accommodated on Broad Street aggravating traffic movement further. Workday commuting on these two major thoroughfares is the biggest problem to be overcome by the transportation system because the volume of traffic is so much greater during rush hours than at any other time. Elizabethtown residents commuting to work within Elizabethtown or outside the area use mainly U. S. 701 and Broad Street. And since there are no public transportation facilities for internal circulation in Elizabethtown today, all commuting is done via private vehicles thereby increasing the traffic volume immensely. Thus except for a few roads, the street system which is more than adequate most of the time becomes overloaded at rush hour peaks.

Private automobiles, of course, can go anywhere at any time, but if the destination is a popular one, such as the Business District, parking is likely to be unavailable or at least hard to find. The parking systems in Elizabethtown will be studied in greater depth in the forthcoming Community Facilities Study.

Average Daily Traffic Flow

The Elizabethtown traffic volume map reveals the volume of traffic on the community's major thoroughfares. Note that the volume of traffic at the intersection of Broad Street and U. S. 701 averages 6,150 per day. The probable reason for this high count is the fact that the Business District fronts on both U. S. 701 and Broad Street attracting the highest number of vehicles to it. Furthermore, the two streets handle through traffic. The volume of through traffic, while difficult to measure independently, is assumed to contribute considerably to the high count on both U. S. 701 and Broad Street.

Airports

There is a small private airfield (Fisher Airfield) just outside Elizabethtown's Planning Area southeast boundary. It is presently serving pleasure craft and could potentially serve business planes. The airport has two sod runways (one 4,400 feet and lighted and one 3,100 feet) that provide service facilities for DC-3 and smaller aircraft. Such small airports provide a great convenience for private planes, business or pleasure, because of their location close to urban areas.

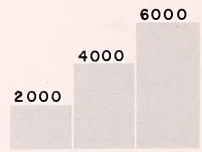
The fact that Elizabethtown has recently attracted a sophisticated industrial enterprise is indicative of its promising potential to attract other complementary enterprises in the industrial or commercial fields. Small airports, such as Fisher Airfield in Elizabethtown, at the edge of towns will play an important role in the future since businessmen seeking industrial sites favor towns with airports, all other factors being equal.



ELIZABETHTOWN
NORTH CAROLINA

AVERAGE 24 HOUR TRAFFIC VOLUMES 1965

LEGEND



TRAFFIC VOLUME SCALE

SOURCE:
N. C. State Highway Commission

N

SCALE

0 .1 .2 .3 .4 .5

10ths of a mile

CULTURAL AND RECREATION USES

The coming automation of industry, the rebellion of man against over organization, and the increasingly early age retirement all suggest the need for organized recreation programs soundly conceived and effectively administered.

Attractive recreation and cultural areas used throughout the year by children, young people and adults are "evidences of a city's greatness quite as impressive as smoking factory chimneys".*

Leaders in business and industry have long realized that the way in which their employees spend their leisure hours influence effectiveness on the job. The availability of public recreation facilities and programs for the enjoyment and use of their employees and families has been an important factor in the location of many industries.

In Elizabethtown the total acreage devoted to cultural and recreational activities amounts to only 12 acres or 4 percent of the total developed land within the corporate limits and 25 acres or 5.5 percent in the fringe areas. However, should the existing open land and portions of the State Forest north of the Cape Fear River be considered as passive recreational land, the total acreage devoted to recreation would soar very high.

Potentially, Elizabethtown possesses many opportunities to develop a series of small neighborhood parks and playgrounds for active and passive recreation. Present developed land is punctured with open public spaces, some of which are ideally located for such leisure hour pastimes. The White Lake recreation area, only 7 miles northeast of Elizabethtown, provides a year round recreation resort and also a golf course that attracts people from all over the region. For this purpose, if none other, improved shopping facilities and impulse buying attractions in the commercial area would yield a substantial sum.

* Hendry, Charles E. and Margaret T. Swendsen, "Between Spires and Stacks."

Elizabethtown is the nearest shopping area to this recreation magnet. Many a city or town has failed to attract industry primarily because it lacked adequate recreation opportunity. Real estate men and Chambers of Commerce are aware of the fact that one of the best means of attracting people to a community is by publicizing its parks, playgrounds, recreation centers, schools, and libraries. Further, studies in a number of communities have indicated that recreation areas and facilities, if well maintained and wisely administered, have caused marked increase in property values, thereby yielding correspondingly increased municipal income, and have proved a strong factor in maintaining a sound economic condition and a high standard of livability in a community.

Aside from the school grounds (Bladen Central High School, Elizabethtown School, and Elizabethtown Primary School) and a lighted ballfield on Swanzy and Newton Streets, Elizabethtown lacks much of what its citizens would like to see in the way of neighborhood parks. The large passive spaces already existing can make a very intensive use of the above neighborhood parks more reasonable and attractive.

LAND USE COMPARISONS

Elizabethtown

The land use comparisons in Table 2 are merely to show land use totals in various communities of North Carolina. Note must be made of the fact that of all communities listed, Elizabethtown has the least amount of land percent-wise devoted to residential use (31 percent). Elizabethtown also devotes the highest percentage of its developed land to manufacturing (14 percent) and business and services (11 percent) indicating a trend towards urban activity and a diminishing trend towards agriculture per se. At the same time, the Elizabethtown Planning Area possesses the largest amount of undeveloped land, both acreage-wise and percent-wise indicating a greater degree of concentrated development; i.e., lesser degree of sprawl activity. Other than to indicate a trend in Elizabethtown, these comparisons should not be used as a basis for land use apportionments.

TABLE 4

COMPARISON OF LAND USES IN ELIZABETHTOWN WITH SEVEN OTHER NORTH CAROLINA COMMUNITIES OF VARYING SIZES*

Town	Pop. 1960	Resd.		Business & Service		Mfg.		Transp.		Cult. & Recr.		Total Land Dev.		Total Land Undev.	
		Ac.	%	Ac.	%	Ac.	%	Ac.	%	Ac.	%	Ac.	%	Ac.	%
Wagram	562	61	41	2	2	5	4	62	43	15	10	145	100	574	80
Dobson	684	118	47	24	10	13	5	65	26	30	12	250	100	749	75
Parkton	527	43	33	1	2	60	5	119	49	13	11	236	100	346	74
Star	745	102	46	3	1	16	7	93	41	11	5	227	100	413	64
Madison	1913	231	48	28	6	22	4	154	32	46	10	481	100	648	57
Roseboro	1354	118	43	15	6	7	3	108	40	20	8	268	100	372	58
Jamestown	1247	163	60	14	5	11	4	69	26	14	5	271	100	692	72
Randleman	2232	248	39	7	1	24	4	338	53	20	3	637	100	803	56
Elizabethtown	2500	238	31	82	11	106	14	295	39	37	5	758	100	4398	82

* Due to different methods of Land Use Classifications employed in the various communities, an adjustment in the land use headings was necessitated for comparative purposes.

C H A P T E R F O U R

PROBLEMS AND OPPORTUNITIES

PROBLEMS AND OPPORTUNITIES

Land is fixed and immobile, so that in a strict physical sense no particular parcel of land is any more mobile or adaptable for a given human use than any other. The choices of society, however, differentiate locations on the basis of their usefulness to satisfy wants. The basis of choices of land to be used for urban purposes are very different from those of land for other types of uses, especially agricultural and forest use.

The physical character of topography, moisture and temperature which are of major importance in determining lands that will be used for agriculture and forestry are not as highly significant in urban land, but location is of major importance, since a particular sites carries with it the trade of a given group for whom it is most convenient.

The downtown district of any city is an example, familiar to almost everyone, of the concentrated use made of such areas and the premium put upon accessibility to the center of the city. Not all parts of the city can be located at or near the center. Different urban land uses are grouped in concentric circles (figuratively speaking) around the center, according to accessibility or ability to pay. Accessibility is a function of available transportation system and the circles or sectors enlarge or lenthen as transportation facilities are improved.

Directing new urban growth into preplanned logical patterns as will be presented in the Development Plan for Elizabethtown, it will be possible to select and identify in advance of development not only the best sites for community facilities, such as parks, currently lacking in Elizabethtown, but also sites for residential, commercial and industrial uses. This procedure should result in orderly growth and substantial savings for the taxpayers.

Housing

Since the major portion of available land within the town limits has been utilized, the trend in residential development is outward in direction. While land is plentiful and can absorb all prospective growth, it is also vulnerable. Today the fringe areas are relatively undeveloped but rising land values are testimony to the increasing difficulty of development. Because of advantages of amenity, the availability of developable land and accessibility, development in the fringe areas is inevitable. Uncontrolled growth is inevitably destructive. Should no new powers and regulations be created, growth of the type described above will assume the same form in the Elizabethtown area as it does elsewhere, i.e, sprawl.

Without new planning powers, there is no reason to believe sprawl can be averted in Elizabethtown. Uncontrolled growth discussed earlier, occurring sporadically, spreading without discrimination, will slowly but surely obliterate Elizabethtown's landscape, irrevocably destroying all that is beautiful and memorable. No matter how well designed each lot or individual subdivision may be, the landscape will be smeared and remain only as a receding memory. The area can absorb growth without dispoilation. The problem is seen to be one of diverting development to the sectors or corridors which are capable of absorbing it, and deflecting development from the mass landscape at densities corresponding to market preferences; i.e., single-family detached. This recommended development pattern will be explored in the Development Plan for Elizabethtown.

Substandard Housing:

Poor structural condition of a building, residential or otherwise, is an apparent indication of blight. The forthcoming Community Facilities Study for Elizabethtown will delve into causes of blight, economic and social, in relation to presence or absence of certain facilities, but for now a short

discussion of structural deterioration and its locations in the Elizabethtown Planning Area is in order.

A recent survey (September, 1966) was conducted by the Division of Community Planning to determine the extent, volume and whereabouts of all deteriorating and dilapidated structures. A map of structural conditions in the Elizabethtown Planning Area is appended at the end of this discussion. The survey ranked the above structures according to three basic classifications similar to those employed by the U. S. Census Bureau:

Sound: Pertains to those structures which have no defects or only slight defects normally corrected in the course of regular maintenance.

Deteriorating: Pertains to structures requiring more repair than would be provided during the course of regular maintenance, but economically feasible to correct. Such structural defects as holes, open cracks, rotted, loose or missing materials over small areas of the foundation, floors, ceilings are illustrations of deterioration. Rotted or loose window frames, broken or loose stair treads.

Dilapidated: Pertains to structures that are considered unfit for human habitation. Such buildings have one or more critical defects as a result of continued negligence and lack of repair. Examples of critical defects include: holes, open cracks, rotted, loose or missing material over a large portion of the foundation, outside walls, floors or ceilings. It is not economically feasible to rebuild such structures. Often they are recommended for removal.

In the Elizabethtown Planning Area, according to the above survey, there are 825 dwelling units. The 1966 Planning Area population was 3,550. Of the 825 units, 130 units are

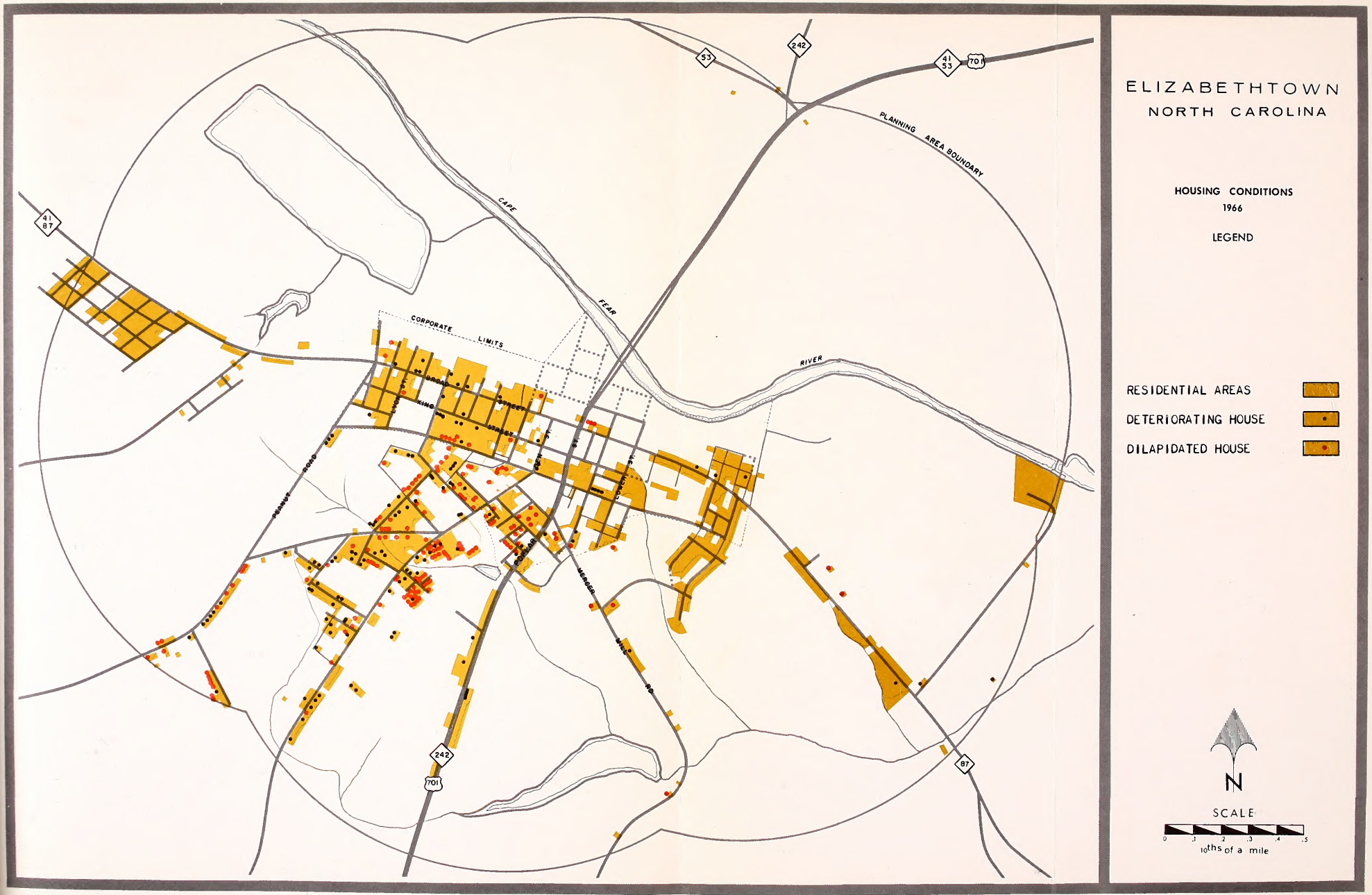
deteriorating and 177 dilapidated or substandard houses, leaving 518 units in sound or standard condition (see Map of Structural Conditions on the following page).

While deterioration and dilapidation occur in small pockets throughout Elizabethtown, it seems concentrated heavily in the southwestern sector of the Planning Area. This rectangular area of concentration lies between Swanzy Street and U. S. 701 beginning at the intersection of the two streets and proceeding down to the Planning Area boundary line on the east and Peanut Road on the west.

In this area there are 398 dwelling units, almost half the total dwelling units in the entire planning area. Of these, 101 or 25 percent are deteriorated, 158 or 40 percent dilapidated, leaving 139 or 35 percent in sound condition; a small percentage indeed. The problem becomes more pronounced when it is realized that the area lies outside Elizabethtown's present corporate limits thereby disqualifying it from most of the programs municipalities may utilize to redevelop their rundown areas.

Aside from the high proportion of substandard housing (65 percent), poor subdivision layout, constricted lot sizes, unpaved and chaotic street patterns, mixed land uses in this area aggravate the situation even more.

In the town itself substandard housing comprises 35.3 percent of the housing stock which is very high compared to national standards, but at the same time lower than the county's. These figures bring into focus a most important obstacle that Elizabethtown must overcome in order for the community to progress and prosper at the unprecedented rate its other assets seem to suggest.


ELIZABETHTOWN
NORTH CAROLINA
HOUSING CONDITIONS
1966
LEGEND
RESIDENTIAL AREAS
DETERIORATING HOUSE
DILAPIDATED HOUSE
PLANNING AREA BOUNDARY
CORPORATE LIMITS
CAPE FEAR RIVER
53
242
41
53
701
41
87
87
242
701
N
SCALE
0 .1 .2 .3 .4 .5
10ths of a mile

Commercial Activities and Tourist Potential

An often overlooked facet of an area is its potential to draw from a relatively untapped source of income existing in tourism. It has been conservatively estimated that several dozen tourists a day throughout the year is comparable to an industry with an annual payroll of $100,000. Elizabethtown, the home of some colorful historical events in North Carolina, is conveniently located near a major recreational center; i.e., White Lake recreation area. The town could benefit considerably by promoting its charm and history.

The development of tourist attractions should be one of the major goals for Elizabethtown. In addition to the area's historical importance, the attraction of the Cape Fear River could help in the realization of Elizabethtown's tourist potential.

To many visitors, the inadequate exterior maintenance of a few of Elizabethtown's historic buildings creates the impression of a lack of interest by the community. Unfortunately, an individual cannot carry the burden alone. Clearly then, concerted community effort is needed.

Recognizing the need for better historic preservation, Elizabethtown must then proceed, publicly and privately, to give historic attractions the attention they deserve. This heritage, that only hardy tourists are now willing to search out, should be emphasized and tied in with recreation.

Elizabethtown's gain from the development and promotion of its history could be substantial. Tourist dollars are "new" money brought into the community from outside. They are a financial shot-in-the-arm that could help improve the economic health of many businesses in the area. Specialty shops, hotels, motels, restaurants, other service businesses in the area would stand to benefit.

Vacant Land

Vacant land is not wasteland. Potentially, the open spaces in and around Elizabethtown ought to have the following purposes:

(1) to help mold the urban pattern into an efficient and pleasant one.

(2) to provide large open spaces for the "change of pace" and recreational opportunities needed by present and future generations.

(3) to provide a favorable rural environment in which farming, hunting, fishing, and other natural resource activities can be carried on without disruption.

(4) to conserve natural resources and protect the public water supply.

Each of these purposes supplements the others. Together they make the rural pattern just as important as the urban. This latter concern, though usually not elucidated too often, is an integral part of planning for any area.

The many different uses appropriate in rural areas usually have two things in common. They require large amounts of land, and they are directly related to natural resources. Therefore, the well-being and stability of the rural uses depends upon the conservation and proper development of natural resources.

The intrusion of urban uses works against this end by dividing and eroding the landscape, damaging the water supply, forcing speculative prices to the point where large and efficient tracts of land for resource development are difficult or impossible to assemble. Such problems would be minimized if urban uses were kept out of rural areas so that their natural resources will remain useable.

Despite great national surpluses of food and a slowly declining agricultural acreage in the area, profitable farming can and should continue to be one of the major land uses in the rural wedges between the developed areas. Tree farming for lumber and wood pulp may play a greater role in the agriculture

of the Elizabethtown area. This way, the private rural uses will be sufficiently profitable to be equally enduring.

Vacant Land and Recreation:

Some types of active public recreation are compatible with private ownerships and use of land. A bridle path through a private farm or forest need not hamper agricultural or lumbering operations, nor will a hiking trail across a field or through a wooded meadow have an adverse effect.

In many cases, forestry, agriculture and other private uses of the land would be perfectly in accord with preservation of the view and with providing a feeling of open space.

The increasing trend towards recreational use of private land is illustrated by the many lumbering companies which open their forest reserves for picnicking, hunting and camping.

"In a nationwide survey, 518 forest products companies holding 58,140,936 acres of timberland reported 97.4 percent of these lands open to fishing, 92.3 percent open to hunting. Through these lands, the survey showed, wind 37,255 miles of streams from which fishermen may try their luck. The survey showed 107 forest products companies operate 146 parks and 157 picnic areas, virtually all open to the public. Eighty-four companies reported definite plans for developing recreational facilities on their lands in the future. Visits by recreationists to all lands included in the survey were estimated at 6,057,660 a year . . .

The managed forest as a recreation area is a frontier hardly tapped or realized. While not every commercial acre of timberland is, or can be, open to recreation, it is the managed forest which holds the key to the recreation needs of the future."*

---

* "Our Forest Bounty," Washington, D. C.: American Forest Products Industries, Inc., 1961, p. 11.

Concluding Remarks

To Summarize:

1. In this age of accelerated urbanization, land should be treated as one of our most precious possessions, using efficiently what is needed to accommodate expected growth, and conserving the rest for the unforeseeable future. Land is too valuable an asset to be heedlessly wasted by allowing it to be developed aimlessly in a haphazard fashion. Extravagant "leap-frogging" of development into the outskirts and overemphasis on larger and larger residential lots can waste the land and establish widespread patterns of land uses which become obsolete before they are even fully developed.

2. Future public plans in Elizabethtown must be realistic in providing the appropriate amount of land for each type of urban development to meet the demands of growth. At the same time, care must be taken so that public policy is not used to inflate rural land prices artificially by extending urban development beyond realistic estimates of needs. Furthermore, equitable treatment of land owners demands that the need for expansion be met by opening land to development in a sequence which enhances the orderly operations of the real estate market and reduces unsound speculation, leap frogging, and excessive requests for rezoning in the future. (This will be taken up in more detail in the Development Plan and the forthcoming Zoning Ordinance for Elizabethtown.)



COMMUNITY FACILITIES

TABLE OF CONTENTS

Page

CHAPTER I

INTRODUCTION 44

CHAPTER II

PUBLIC WORKS

Water System 45
Sewer System 48
Storm Drainage 51
Refuse Collection and Disposal 53
Electric Service and Street Lighting 56
Streets 58
Sidewalks 61
Parking 62
Street Trees 63

CHAPTER III

HEALTH FACILITIES AND CEMETERY

Health 64
Public Health 64
Bladen County Hospital 65
Cemetery 68

CHAPTER IV

PUBLIC SAFETY

Fire Protection 69
Police Protection 73

CHAPTER V

EDUCATION

School System 75
Libraries 78
Elizabethtown Town Library 78
Bladen County Library 79

CHAPTER VI

RECREATION 81

CHAPTER VII

PUBLIC BUILDINGS

The Municipal Building 83
County Courthouse 84

C H A P T E R O N E

INTRODUCTION

Introduction
Plan Participants
Working Assumptions

INTRODUCTION

The Community Facilities Study is a report on the condition and adequacy of Community Facilities in Elizabethtown and its one-mile extraterritorial jurisdiction. It is also a plan containing specific recommendations for the extension and improvement of Elizabethtown's facilities during the twenty year planning period. The facts and recommendations found herein are an important part of a continuing effort by the Elizabethtown Planning Board to guide the Elizabethtown Planning Area's growth and development in an orderly, logical fashion. Adequate community facilities, current and future, are fundamental to Elizabethtown's economic and social growth.

C H A P T E R T W O

P U B L I C W O R K S

WATER SYSTEM

SEWER SYSTEM

STORM DRAINAGE

REFUSE COLLECTION AND DISPOSAL

ELECTRIC SERVICE AND STREET LIGHTING

STREETS

SIDEWALKS

PARKING

STREET TREES

WATER SYSTEM

Good water service consists of three principal requisites:
(1) providing a water supply that is clear, odorless, potable, and preferably soft;
(2) providing adequate pressure and supply for domestic, industrial, and fire fighting needs; and
(3) maintenance of reasonable charges and services.

The consumer gives little attention to the details of a water system, which is usually quite complex with its purification, filtration, and distribution facilities. Management, therefore, must understand the fundamental physical aspects of water supply and maintain contact with other departments of the town government and the public. Much of the water shortage problems can be avoided if the public has been kept abreast of the financial and operating conditions of the department and its future plans.

The primary source of water in Elizabethtown are deep wells. There are three of these on Swanzy Street East and Slingsby Street at the reservoir. The water system in Elizabethtown was established in 1935. The area covered by the distribution system includes the entire town and approximately one mile east, west and south. Even pressure in mains is maintained by gravity means by storing water in two elevated tanks. One of the tanks, with a capacity of 75,000 gallons is located on Slingsby Street between Swanzy and King Streets. The pump capacity is approximately 1,000 gallons per minute. The other elevated tank, recently acquired from Greene Brothers Lumber Company, is located just outside the present town boundary on Broad Street West. It has a 300,000 gallon capacity.

Average water consumption in the Elizabethtown area runs about 4,000 gallons per hour. Current average supply available is 8,000 gallons per hour.

Water is metered in Elizabethtown. As of February, 1966, there were 725 meters in use. Most of the water used in Elizabethtown is for purposes of domestic consumption. However,

there are numerous non-residential users such as commercial and industrial establishments and educational institutions. Major industrial users in the Planning Area are Veeder-Root, Inc. and the Cape Fear Lumber Company, Inc.

Recommendations

The extent to which estimated requirements will actually be realized will depend largely upon the vision displayed in foreseeing future developments in Elizabethtown. When the overall future water needs of the community have been estimated, improvements required in the plant will be determined. Basically, therefore, a land use increase of 99 acres is estimated to take place between 1966-1980. Areas seen as potential recipients of residential growth are shown on the Land Development Map. Industrial sites are also indicated on the same map. These industrial sites, unlike residential, are not necessarily water-user industries. Nevertheless, water must be available in the event that a water-user industry favors a particular site due to other locational factors. Not only adequate capacity should be planned for supplying estimated consumption requirements, but also improvement of the quality of the water such as filtration, softening or the removal of objectionable minerals, tastes and odors should be considered as well. Needs for increased reserve capacities and supplies for fire hydrants and other emergency uses are all important factors. While there is enough pressure in the present system for fire fighting purposes, future extension of urbanization may have to be accompanied by improved water supply and pressure. The last engineering study made of the water system in Elizabethtown took place in 1959 by L. E. Wooten and Associates. The water line extensions rely on the recommendations of the said Development Plan and vice versa with regards to type, volume and direction of land use extensions. The area west of the current town boundaries fronting on Broad Street can be serviced through

the 16 inch main extending to the Veeder-Root plant along Broad Street. The 6 inch main extending east on Broad Street beyond the town limits may be adequate to accommodate the additional residential uses anticipated north and south of Broad Street East, but if industry locates in the area, as the Development Plan recommends, the main will have to be replaced by a larger pipe. Furthermore, the 6 inch main extending south along Ben Street Extended will have to be replaced by a larger main or relieved to accommodate the anticipated growth in that sector at the time such growth takes place. A great number of the residences in that southwestern sector between U. S. 701 and Peanut Road are not serviced by the Elizabethtown water system. The policy on extending lines in the outskirts should be tailored after that of extending lines within the town limits; i.e., the property owner pays for the pipe and the town installs it. In essence the water extension policy should also consider the following:

(1) Subdividers of new land areas should install water mains large enough to supply future needs, although municipal sharing of some of the additional costs would be justified.

(2) The policy should conform with the long-range program of the Development Plan.

(3) The policy should require the approval of the Elizabethtown Planning Board and the Town Council for all extensions into proposed new subdivisions or industrial sites.



ELIZABETHTOWN
NORTH CAROLINA

WATER SYSTEM
1966

LEGEND

16"
8"
6"
3"
2"
1½"
1¼"
1"
¾"
WELL
TANK
TREATMENT PLANT

PROPOSED EXTENSIONS

SOURCE: ENGINEERING MAPS FROM L.E.WOOTEN AND CO. RALEIGH, N.C.

N

SCALE

0 .1 .2 .3 .4 .5

10ths of a mile

SEWER SYSTEM

A sewer system is a network of sewers used to collect the liquid wastes of a community for subsequent treatment and disposal. The collection system is complimentary to the water system in Elizabethtown. Sewage is usually collected by means of a gravity flow system. In Elizabethtown, the source of water is at an elevation below the general level of the community; i.e., wells. It must be lifted and, therefore, requires pumping. In contrast, the place of disposal of sewage is generally at a lower level than the community and the sewage system in Elizabethtown is so arranged that the liquid will flow by gravity from line to line, continuing downhill to its final disposition.

When locating industrial parks in the outskirts of town, according to the recommendations of the Land Development Plan for Elizabethtown, thought must be given to the availability and adequacy of sewer system extensions to serve the future industry as much as the anticipated outward residential growths.

The first sewage greatment plant in Elizabethtown was built in 1963 in the eastern side of town off Scout Lane North (see Sewer System Map). In 1965 one additional lift station was added on the western side of town near the Cape Fear River.

The type of process of the Elizabethtown plant is "primary" treatment as in settling and digestion tanks, septic tanks, with their accessory sludge draining beds, sludge filters, screens and other devices, to dispose of the inert residue after the decomposition and disintegration processes. The effluent is discharged into the Cape Fear River.

The capacity of the present plant is 150,000 gallons per day. It can serve the equivalent of approximately 3,000 population and is currently operating at 75 percent capacity. Sewer service is confined to the area within the present town limits. The only exception to this policy is the line to the Veeder-Root plant west of town. The plant is the only outside user on this line.

There are two pumping stations in the Elizabethtown sewer system; one on the east side of town and one on the west. These two pumping stations serve the town and the Veeder-Root plant. There are 63 homes in town that are not connected to the sewer system. The pumping station in the west can service an additional 125 dwelling units besides satisfying all of Veeder-Root's needs. These homes are not congregated in one area. Rather, they are scattered in the town. Section 5, Article 1, Chapter 12 in the Elizabethtown Code of Ordinances does specify 30 days limit from the time of completion of the water or sewer line, for the connection to be effected.

Recommendations

As was stated in the Land Use Analysis, when a trunk sewer is extended to serve an area beyond the present town limits, such action tends to encourage development. Because of this, the decision as to where and when construction of added sewer lines should take place can be a powerful factor in shaping the urban development in Elizabethtown. Therefore, it is recommended that before any extension to the Elizabethtown sewer system is made, an engineering study be made like the one by L. E. Wooten and Consultants prior to the installation of lines to the Veeder-Root, Inc. plant on the western side of the Planning Area. This study should follow the recommendations of the Land Development Plan for Elizabethtown to insure the sequential growth of the town and not generate undue haste in land development when such development is contradictory to the precepts of the Development Plan.

Sewer service should be extended to areas recommended by the Development Plan for development east, west, and south of the town. (See Map.) Where the system must cross difficult topographical contours requiring pumps and force mains, or where it must be extended to distant areas, it is recommended that the town refrain from such extensions due to the high cost that will

be inflicted on the municipality and the residents requesting such service. In such instances, septic tanks, where soils and lot sizes are permissable, are adequate. (See Map.) The Development Plan, in making recommendations for the extension of various land uses takes into consideration the soils factor and proposes locational advantages accordingly. The sewer system at present needs a few more service connections to existing lines already in place and available to some water users in order to accommodate all the town.



ELIZABETHTOWN
NORTH CAROLINA

SEWERAGE SYSTEM

LEGEND

- △ Pumping Station
- □ Treatment Plant
- ——— Sewer line
- ..... Proposed Sewer Line Extension

SOURCE: ENGINEERING MAPS FROM L.E.WOOTEN AND CO. RALEIGH, N.C.

N

SCALE

0 .1 .2 .3 .4 .5

10ths of a mile

STORM DRAINAGE

The Elizabethtown Planning Area is endowed with natural water drainage courses that eliminate the necessity of installing drainage facilities in most of the area. At present, there is no set of policies pertaining to maintaining storm ditches or installing driveway culverts, etc. The efforts of the municipal authority in Elizabethtown to date are confined to keeping the few drainage ditches in town clear and free of obstruction. The rest is left to the better judgement of the property owners. The specific area where storm drainage facilities are most inadequate, however, is along the north side of Broad Street between Ben and Poplar Streets. This inadequacy is especially pronounced during a rapid downpour when the streets become overflowed.

As a corollary of Elizabethtown's Development Plan, an ordinance regulating sewers, designed to carry away the flow resulting from rainfall must be included in a town policy. After visualizing the future physical conditions that will prevail when the Planning Area has been fully developed, it is recommended that a policy regarding storm sewer facilities in the business district, as well as the denser residential sectors, be codified.

Recommendations

It is recommended, as a first step, that storm sewer facilities be installed on the north side of Broad Street between Ben and Poplar Streets. A careful engineering study determining the type and location of storm sewers is necessary. However, storm sewers are rarely designed for the heaviest expected rain since this would invariably involve a large capital investment that would be idle for most of the year. In planning a storm sewer system, therefore, the public works official would choose a "critical rain" (the sample rain of a certain intensity and duration which the system is designed to handle) occurring with

relative infrequency so that the damage from overtaxed storm sewers may be uncommon, but flooded streets and some property damage as a reasonable consequence of the above economically designed system must be accepted.

REFUSE COLLECTION AND DISPOSAL

In Elizabethtown the municipality provides refuse collection and disposal services in residential, commercial and industrial areas. Garbage collection is done twice a week in the residential sections and industrial areas, and once a day in the business district area. There is no set frequency with regards to trash and rubbish collection anywhere in town. Rather it is taken care of as need arises. Garbage and refuse is picked up at the curb. Collection service, however, is restricted to town limits. Bladen County does not appropriate any funds for collection services outside Elizabethtown's corporate limits. In the Forest Hills residential area outside present town limits, for example, an individual provides collection service as a private undertaking. In the other fringe areas the residents themselves dispose of their garbage as the need arises.

Within the town limits one Leach Body refuse collection unit is used. A crew of one driver and 2 helpers are regularly assigned to garbage collection. An open dump truck is used for limbs, trash and rubbish pick-ups. A leaf collector is used for leaf collection. The above equipment in use is in good repair at the present.

The town dump is located at the north end of Lower Street abutting the Cape Fear River on property owned by the town. The dry trash is burned on the hillside in that same location. A crawler tractor (D-4-60 Caterpillar Tractor with HT4 Hydraulic Lift and Blade) is used to keep the area clear of accumulation. The tractor pushes the debris over the hill into a ravine at the bottom of the almost perpendicular drop. An attendant supervises dumping.

In the town, refuse is kept in containers the residents provide. Trash containers, however, are municipally provided in the business area of Elizabethtown. Approximately eighteen (18) such trash containers are located on all the heavily travelled sections of the downtown streets.

The present town ordinance on refuse specifies separation of waste matter for collection (burnable-nonburnable). It further specifies that refuse containers be of a size that a man can lift to empty. In residential areas of the town, the residents are responsible for setting containers on the curb on days of collection. Empty containers are returned to the back yard by the owner. In the business area, the containers are placed at the rear of the stores. Street receptacles are found on service strips between the curb and the street sidewalk. There are no enforcement codes in the ordinance. So far, just calling attention to a lack of compliance with the routine has usually brought results.

The Sanitation Department's budget is not an isolated budget. It is included in the Street Department's budget. The Street Department's budget includes all items pertaining to maintaining, repairing and cleaning of streets, as well as the street lighting expense. The Street Department's budget for 1965-1966 was $37,900.00 and approximately $25,000.00 or 65 percent of that could safely be termed "Sanitation." The Street Department's budget is 44 percent of the total town budget for 1965-1966. Therefore, the Sanitation Department's budget is about 30 percent of the total budget.

Recommendations

The location of the present town dump and the method of disposal are considered poor. From a locational point of view, the dump's proximity to the heart of town leaves much to be desired. The smoke spewing from daily trash burning detracts much from the image Elizabethtown is capable of achieving. Although the prevailing wind direction is generally from the southwest, it nevertheless comes from the northeast during September and October (see chapter on Climate in the Land Use Survey and Analysis Study for Elizabethtown). When this happens, smoke drifts

across the town accompanied by an undesirable odor. Furthermore, rodent and insect control is a constant operation under contract with a pest control company for regular service. The Cape Fear River is also jeopardized by pollution whenever a freshet should cause the water to rise high enough to reach the dump. During windy weather some trash does blow in the direction of the wind. A land fill disposal system currently being discussed by a civic group appears to be a logical solution. A survey made in 1964 revealed an ideal sanitary landfill site at the southern edge of the Planning Area boundary. The site proposed has an all weather access road, is well drained, conveniently located and possesses ample cover material for the garbage and refuse. The land cost is minimal. It is recommended that the site be acquired and the sanitary landfill operation be put into effect as soon as possible. Such an operation would eliminate the nagging smoke and rodent control problem. The abandonment and conversion of the present town dump into a park will greatly enhance the appearance of the town.

ELECTRIC SERVICE AND STREET LIGHTING

Elizabethtown's power service is provided by the Carolina Power and Light Company. The company's business office is on Broad Street, maintenance shops and storage area on Gooden Street, and substations on Poplar and Ben Street Extended. The number of service accounts in Elizabethtown and the township totalled about 1,500. Power lines are located in street utility strips or rear easements.

The company is now in the third year of a five year expansion program. The company's policy on extension of service to urbanizing areas in and around Elizabethtown is to install service anywhere upon request. As for installing underground lines in residential areas, the company will install such lines at negotiated cost.

Aside from furnishing service to Elizabethtown's business, industrial, cultural, and residential sectors, Carolina Power and Light also is in charge of installing and maintaining street lights. Currently there are 53 Incandescent and 161 Mercury Vapor lights on Elizabethtown's streets. Within two or three years all street lights will be converted to vapor lighting. Authorization to add new lights to the street system must come from the Town Board of Elizabethtown. In the business district and in the vicinity of schools, special lighting treatment is installed in compliance with the Town Board's request. In new areas beyond the town limits, extensions to the electric system are made as need arises. There is no set policy as to the definition of need. The Elizabethtown's agreement and length of franchise with the company is a ten year franchise on the street light contract. The company's most recent proposal for improving lighting in Elizabethtown was submitted to the Town Board in December, 1964. The proposal to install Mercury Vapor lights on main thoroughfares was approved by the Town Board and done.

Recommendations

The Carolina Power and Light Company carries a continuous maintenance program. Basically, the Company follows the International City Manager's Association's recommendations, which include the following:

1. Periodic cleaning of all luminaries and glassware.
2. Replacement of burned out lamps.
3. Periodic inspection of lighting standards and other supervision equipment.
4. Foliage trimming whenever serious interference with visibility is being experienced.

To the above it is recommended that this policy be carried out to the developed areas outside the town limits. Furthermore, a public education program aimed at minimizing vandalism and malicious breakage could be helpful. It is also recommended that at the completion of the proposed bypass, sodium vapor lamps be installed at the intersection of U. S. 701 and the bypass, and Broad Street and the bypass since this color is universally interpreted as a "caution" indication. The yellow color of the sodium vapor is particularly effective in lighting unusually hazardous road areas such as a street and highway intersection.

STREETS

Streets are to a community as arteries are to a body. Good, safe and efficient access is indicative of a healthy community. In the Elizabethtown Planning Area, there are about 6.65 miles of hard surface streets and 2.33 miles of unsurfaced streets (excluding unopened streets). See Streets Condition Map. The municipally-owned equipment used in street maintenance in Elizabethtown comprise the following:

2 1955 Chevrolet dump trucks
3 1960 Ford pick-ups
1 Case tractor (pulls street broom)
1 1965 Catepillar tractor, used mainly at the garbage dump
1 Push powermower, used mainly at the cemetery

The street crew consist of seven, a supervisor and 6 man crew. Aside from working on Elizabethtown's streets, the crew also takes care of the water and sewer systems as well as the municipally-owned cemetery.

The town does not administer a set policy on opening new streets, or on accepting dedication of street rights-of-way (in the past the policy on curb, gutter and sidewalks was for the town to pay 50 percent of the cost and the property owner to pay the other 50 percent). Street paving is funded by the Powell Bill Funds. There are no current projects for curb, gutter, paving or widening of streets nor are there plans for said items.

Recommendations

It is recommended that in the future, along with the proposals made in the Development Plan for Elizabethtown, once a street layout has been prepared, sanitary sewers and water mains should be constructed in advance of any street paving. When possible it is recommended that street grading and installation

of subsurface structures be made on season prior to surfacing because of possible settlement of fills. Contracts should include rigid backfill requirements (in Elizabethtown all paving and re-paving is done by private companies selected after the Town Board reviews all the bids). Grading of the unopened streets should be done to the full width of the rights-of-way whenever possible to avoid future obsolescence, and expense. Standards developed by the United States Bureau of Public Roads and the North Carolina Highway Commission for the selection of street pavement types corresponding to different traffic densities should apply to all future street surfacing and resurfacing in the Elizabethtown Planning Area. These standards indicate, for example, that a low-grade oil and gravel surface is tolerable in a community where the traffic count is less than 200 vehicles per day. They indicate in other cases that if the street carries more than 1,500 vehicles a day, it should have a high grade of bituminous concrete or Portland cement (see Traffic Volume Map in the Land Use Analysis for Elizabethtown). Furthermore, it is recommended that no street should be constructed in the future unaccompanied by adequate storm drainage. It is a great deal less expensive to provide the necessary storm drainage than it is to pay for the expense of a maintenance resulting from inadequate drainage facilities.

From an administrative point of view, street cleaning in Elizabethtown has not been given sufficient attention. While portions of streets in the business district are machine sweeped (street broom) occasionally, all of Elizabethtown's major streets should be sweeped in order to correspond with the general beautification program in Elizabethtown. This may be facilitated by arranging starting and stopping points as near to the town garage as is practical; by making the cleaning routes as compact as possible; by making the cleaning as continuous as possible and avoiding long travel to the dump or avoiding very short cleaning stretches; and by arranging the routes so that the majority of the

important streets in Elizabethtown will be cleaned with the least amount of interference by vehicular traffic.

As for traffic control on Elizabethtown's streets, it must be borne in mind that a traffic control device, whether it be a sign, signal or a marking, must accomplish three basic purposes; it must command attention; it must convey a clear, unmistakable message and allow adequate time for proper response; and it must command respect. A manual for uniform traffic control devices developed by a joint committee of national highway and traffic groups* must be acquired and consulted in all future installations of traffic control devices in Elizabethtown.

To facilitate traffic movement and improve vehicular and pedestrian safety, traffic lights are recommended for installation at four street intersections (see Street Conditions Map):

(1) The intersection of Broad Street and Peanut Road;

(2) The intersection of Swanzy and Ben Streets;

(3) The intersection of Swanzy Street and U. S. 701 (Poplar Street); and

(4) The intersection of Mercer Mill Road and U. S. 701.

---

* Joint Committee on Uniform Traffic Control Devices, "Manual on Uniform Traffic Control Devices for Streets and Highways," Washington, D. C., Government Printing Office, 1948. A Supplement of 15 pages was published in 1954.



ELIZABETHTOWN
NORTH CAROLINA

STREET CONDITIONS
AND
PROPOSED TRAFFIC LIGHTS
1966

LEGEND

PAVED UNPAVED

STATE SYSTEM

TOWN SYSTEM

O Location of Proposed Traffic Lights

N

SCALE

0 .1 .2 .3 .4 .5

10ths of a mile

SIDEWALKS

In Elizabethtown, sidewalk construction costs, in both residential and business areas, are shared equally by the property owners and the town. To date, all the town's sidewalks have been built of concrete.

There are approximately 24.5 blocks of sidewalks mainly on the north side of Broad Street (10 blocks), south side of Broad Street (9.5 blocks), east side of Ben Street (1 block), and north side of King Street (1 block), west side of Poplar Street (1 block), and east side of Poplar Street (2 blocks).

Except for Elizabethtown School, none of the the other two schools have adequate sidewalks in their vicinity. The construction of sidewalks in the vicinity of the above two schools is greatly desired and strongly recommended in order to facilitate everyday commuting of those students who walk to school. Furthermore, lack of sidewalks was given as the reason for the absence of home delivery of mail in some instances.

PARKING

The parking problem in Elizabethtown is not acute, but it, nonetheless, is sufficiently serious to warrant a mention in this study. A survey of the parking facilities in Elizabethtown revealed that there are presently about 304 parking spaces in the downtown area, 215 of which are angle parking spaces and 89 parallel spaces. Of these, 213 are metered spaces. All of the above spaces are on-street spaces. The off-street parking facilities are all attached to some private or public use. There are no public parking lots.

Currently, there are plans for the town to develop public parking lots to accommodate 75 to 100 spaces. The exact size and location of such lot or lots has not been determined. If these new lots are going to be patronized they must be located within reasonable walking distance from the major generators for parking; i.e., in the Elizabethtown business district. This poses a problem for the area in and immediately adjoining the business district is almost all developed. A large lot between Cypress Street and U. S. 701 on Swanzy Street where two trailers are parked has the advantage of proximity to the business district, the Courthouse and the Municipal Building. Because of this proximity, it is recommended that the two trailers be relocated and the lot paved and landscaped for parking purposes.

A private parking project is currently (1967) underway. The lot lies west of U. S. 701 and Broad Street and is intended to serve shoppers to the Drug Store and the Supermarket fronting on Broad Street.

STREET TREES

In a town such as Elizabethtown with a rigid gridiron street layout, the presence of trees or shrubs along its major routes tends to break the rigidity of the building lines. Trees add the human scale to a town's business district the same way it does to residential front or back yards. Elizabethtown does not have a policy on tree planting, but it does carry a tree maintenance program. The Elizabethtown Garden Club cooperated with the town on a 50-50 basis to plant shrubs along the median strip on U. S. 701 between Broad Street and the Cape Fear River Bridge. While this is commendable, the town fathers should embark on a tree planting program using the above small, but effective, project as a first step in beautifying their town. The existence of trees, aside from esthetic values, raises real estate values in many cases because trees contribute to a more pleasant appearance, greater privacy, and absorb some of the street noises. Elizabethtown is blessed with an abundance of trees in its fringe areas. This fact greatly minimizes transport costs and eliminates the establishment of a tree nursery to supply the town with street trees. A simple ordinance should be adopted regulating the planting and care of trees on Elizabethtown's major streets. This ordinance may then be tied in with the town's open space program as recommended in the Development Plan.

C H A P T E R T H R E E

H E A L T H F A C I L I T I E S A N D C E M E T E R Y

PUBLIC HEALTH

BLADEN COUNTY HOSPITAL

CEMETERY

HEALTH

Public Health

The American Medical Association defines public health as "the art and science of maintaining, protecting, and improving the health of the people through organized community efforts."* The nature and scope of community health services and facilities will vary from time to time and from one place to another, depending on the quality and quantity of health resources, the desires of the people, and the progress of science and technology.

The Bladen County Health Center in Elizabethtown is located adjacent to the Bladen County Hospital. Organized in 1921, the present building was acquired April 4, 1954. The Health Center is staffed by a Health Officer, sanitarian, sanitarian aide, three nurses, two clerks, one immunization education aide, and one part-time maid. The size of the structure is about 3,000 square feet housing a waiting room, five offices, a laboratory, an examining room divided into three parts, an X-ray room, a photographic dark room, four rest rooms, five closets, a janitor closet, and a furnace room.

The Health Center has an asphalt-surfaced parking lot with spaces for 10 cars. Any program expansion within the Public Health Center would render the existing structure inadequate. There is need for more office space for the present staff. Additional space for clinics will definitely be needed if a Mental Health Clinic is initiated, and additional storage space for X-rays and supplies will have to accompany any clinical expansion. Furthermore, if the Home Care service under Medicare is located in the Health Center, additional space and equipment for this staff and records will have to be furnished. The grounds of the Health Center, however, are adequate for outward expansion either in new buildings or in the shape of mobile units. The

* Hanlon, John J., "Principles of Public Health Administration," St. Louis, 1960, p. 24.

parking lot, on the other hand, is very inadequate, even for the present staff and current patients. The parking lot could accommodate more cars but it is currently being used by the general public as a through street ever since the department was opened. Two physicians have placed the front doors of their office facing the Health Department's parking lot, further aggravating the parking situation. There are current plans with the town to undertake paving additional spaces at the rear of the Health Department lot for additional parking.

Bladen County Hospital

Bladen County Hospital was constructed in May, 1952. It is located about three blocks from the new Bladen County Courthouse, approximately three hundred feet from U. S. Highway 701 on Hospital Drive.

Approximately 90 percent of the patients admitted at the hospital are residents of Bladen County. The remaining 10 percent are persons primarily from counties adjacent to Bladen County.

The County Hospital is presently located on a 6.4 acre site. The structure is in good state of repair. In 1960 a second story was constructed on one wing. This permitted the addition of ten more beds. Sufficient space is presently available on the site for an additional fifty beds.

At present the hospital houses sixteen private rooms, fourteen semi-private rooms and four wards consisting of four beds each; all in all, sixty beds.

The land use in the area adjoining the hospital comprise the offices of two doctors and two dentists (four buildings), two private dwelling units and a cultivated field joins the back side (400 feet) of the hospital property.

The size of the current medical staff consists of:

1. Active staff of two surgeons and five general practitioners.
2. Consulting staff of the following:
    a) One pathologist
    b) Two radiologists
    c) Two gynecologists and obstretricians
    d) One orthopedic surgeon
    e) Two dentists

The facilities currently available (Pathology, Laboratory, X-ray, Nurses Homes, etc.) are adequate to render proper treatment to approximately ninety nine percent of the patients that request hospital care. The occupancy rate for the fiscal year ending September, 1965, was 63.6 percent, excluding newborn.

The hospital is owned by and functions as a department of Bladen County. An Executive Committee, consisting of seven members, appointed by the Board of County Commissioners, exercises the actual management of the hospital. Subject to the direction and control of the Executive Committee, the management of hospital is vested in an administrator appointed by the Committee. The hospital is self-supporting and for the past two years it has not been necessary for the General Fund of Bladen County to render financial support. Its financial status, therefore, is sound. There are no outstanding accounts payable, and there is sufficient cash on hand to initiate an expansion program should the need arise. There is presently parking space for seventy two cars on hospital property.

On April 13, 1964, the Bladen County Hospital was accredited for three years by the Joint Commission on Accreditation of Hospitals. The Hospital Blood Bank received National Accreditation on June 25, 1963.

It is anticipated that a renovation and expansion program will be initiated within the next six months. The present site can accommodate this expansion.

There is a shortage of doctors due to expanded facilities. It is recommended that town officials try and get two or three additional doctors to remedy this shortage as soon as possible.

CEMETERY

In 1938 the first property for the Elizabethtown cemetery was purchased by the town for public use. It is municipally owned, approximately 7 acres large located between Broad Street East and the Cape Fear River on Cypress and Lower Streets Extended. Approximately half of the acreage (3.5 acres) is already taken. The rest is still available but some of the available land may not be suitable for use thereby leaving less than 3.5 acres open. There are no future plans as the need does not seem to warrant expansion, local or otherwise. It costs the municipality $500.00 a year for operating the cemetery. The employees consist of town labor regularly employed for landscaping purposes or preparation of burial sites. The equipment used for landscaping purposes are lawnmowers.

There does not seem to be any major problems with the size of the cemetery. The location, however, should be improved, not by relocating the cemetery but by relocating the town dump site which is immediately adjacent to the cemetery (see chapter on Refuse Collection and Disposal). In this connection, a general upgrading of the cemetery landscape is recommended to tie in with the overall beautification effort. This is especially important because of the cemetery's proximity to the heart of Elizabethtown. The other two small cemeteries, on Lower and Swanzy Streets and at the intersection of Ben Street South and SR 1148, need, at least, better landscaping.

C H A P T E R F O U R

P U B L I C S A F E T Y

FIRE PROTECTION
POLICE PROTECTION

FIRE PROTECTION

In the United States in general only about 6 percent of all public fire departments are fully paid professional departments. Most departments are composed of part-time personnel with members receiving nominal compensation for their services. There are, however, many departments in which members are unpaid. This latter are the departments to which the term "volunteer" is applicable. In Elizabethtown the fire department is volunteer. The Elizabethtown volunteer fire department is organized as prescribed in the Code of Ordinances of the Town of Elizabethtown, 1949, subject to the Mayor and the Board of Commissioners. Whenever a fire shall occur in Elizabethtown, it is the duty of the Chief of the Fire Department to report immediately to the place of the fire and take active charge of the fighting thereof. The Fire District of Elizabethtown is defined, according to the above Code of Ordinances, Chapter 7, Article 4, as follows:

> "Beginning at the intersection of Cypress Street with Broad Street to Pine Street and extending two hundred feet from the property line of Broad Street on the North side thereof; the South side of Broad Street from Lower Street to Cypress Street and extending two hundred feet from the South property line of Broad Street; the South side of Broad Street from Ben Street to Pine Street and extending two hundred feet from the South property line of said Street; all of the blocks within the area between Broad and Swanzy Streets and Cypress and Ben Streets; the East side of Poplar Street extended South from Swanzy Street two hundred feet from the property line; the West side of Poplar Street extended South from Swanzy Street two hundred feet from property line."

Although the district is restricted to the town, the Fire Department does answer calls from outside the corporate limits. The Fire Department today consists of 25 volunteer members with a Chief, an Assistant Chief and a Captain. The town has a training ground, and training programs are conducted through the Department of Insurance of North Carolina. The department's

annual budget is $1,929.44 (1965). This budget comprises 2 percent of the overall town budget. Because of this limited budget, the Elizabethtown Fire Department is unable to inspect residences, business or industries on a yearly basis in order to locate fire hazards. Furthermore, Elizabethtown does not have an inspector. The National Board of Fire Underwriters rates Elizabethtown as Class 8, Class 1 being the highest or best possible grading. A good water supply is the most important single factor in fire protection. For this reason it is imperative for the fire and water departments of Elizabethtown to cooperate closely on all matters pertaining to fire protection. The needed fire flow in a community of 1,625 population (within Elizabethtown corporate limits, 1960) is between 1,250-1,500 gallons per minute. Currently, the pump capacity in Elizabethtown is approximately 1,000 gallons per minute, running consistently short of the required flow for fire prevention purposes. Although this slight shortage has not caused any serious fire hazards to date, it must be remedied especially with the expanded area the Elizabethtown Fire Department must cover.

The Fire Department currently owns two fire vehicles, a 1942 Chevrolet with a 500 gallon pump, and a 1953 Ford with a 500 gallon pump. Aquisition of a new truck with 1,000 gallon pump is anticipated within two years. The Fire Department is housed in the Municipal Building on Courthouse Street built in 1955. The space is adequate for the present level of service. The trucks are not equipped with two-way radios, but all other equipment required by the Insurance Department such as ladders, hose, air-masks, etc., are available. Fire alarm boxes are used in the business district. Other than the business district, phones are used elsewhere in Elizabethtown. The types of fire calls predominating in Elizabethtown come from residential districts. A central telephone service to homes of all firemen is currently in use in Elizabethtown.

Recommendations

In a community with a potential for a growing population like Elizabethtown, active consideration must be given to plans for future employment of full-time fire fighters or a system of cooperative service which will enable other full-time city employees to carry the responsibility of fire fighting. It is also important that Elizabethtown take an interest in the provision of fire service to surrounding rural areas on some basis because of the close interdependence of town and rural communities. The fire district boundary in Elizabethtown should at least coincide with the Elizabethtown Planning Area boundary. At present, frequent out-of-town fire calls leaving Elizabethtown exposed may result in higher fire insurance rates. With a new fire fighting vehicle anticipated within two years, this hazard will be diminished considerably.

The premium rates charged by fire insurance companies are governed in part by the quality of the fire protection at public expense, because these rates are based to some extent upon the grading of the city's fire defenses. Thus, within certain limits, the better the public provision for protection the lower the cost of fire insurance. The National Board of Fire Underwriters has published an Abbreviated Edition of their recommended Fire Prevention Code. This short-form code is of special interest to Elizabethtown and several copies should be acquired for public use. The installation of an inspector should also be seriously considered. An ounce of prevention is worth a pound of cure. The building code area should be extended to include the fringe areas within the Elizabethtown Planning Area boundary to effectively control the construction, alteration, repair, and demolition of buildings. Furthermore, the fire prevention code should be checked so as not to conflict with the former. Such cross-reference at each point where provisions of one relate to those of the other code will minimize confusion and aid in the enforcement of both codes.

It is also recommended that four permanent, salaried employees be hired to be on a 24 hour call. One of the four would be Fire Chief. His responsibilities should include, among other things:

(1) Inspecting all commercial and public buildings;

(2) Organizing training sessions for volunteers; and

(3) Giving talks on fire prevention to civic clubs and schools.

POLICE PROTECTION

The scope of the police department in Elizabethtown is wider than that of a law-enforcing agency in a large city. Although the department's primary duties in Elizabethtown involve the prevention and repression of crime, the responsibilities of the Chief of Police, in addition to his primary duties of organizing and directing police activities, include tax collecting, building inspection and water superintendent.

In general, therefore, the functions of Elizabethtown's police department include, among other things, the supervision of traffic, patrolling, prevention, investigation and control of crime, record keeping, training and other departmental functions. The police force in Elizabethtown consists of five full-time employees, Chief, Assistant Chief, and 3 policemen. The employees are selected on the basis of good moral character and good reputation. Usually each member of the police force in Elizabethtown works 48 hours a week. In an emergency, more working hours are spent on duty when needed. All police officers serve on patrol duties on foot or in patrol cars. The area of protection extends one mile beyond Elizabethtown's city limits in all directions; i.e., it coincides with the Planning Area Boundary.

Aside from 1960 and 1965 cars, the Elizabethtown police department possesses a radar, walkie-talkie, tear gas and fire extinguishers. The police station, located in the Municipal Building on Courthouse Drive, occupies 250 square feet of floor. The department's budget for 1965-1966 totalled $21,980.00 comprising 25 3/4 percent of the 1965-1966 town budget.

Recommendations

At present the size of the police force in Elizabethtown, according to the police chief, is adequate. Yet now is the time to determine what alterations or adjustments in the police

department may be necessary to incorporate as part of an overall improvement program.

The fact that Elizabethtown does not operate a Town Jail but relies on the use of a County Jail would indicate the degree of law violations to be minimum. This, however, is not indicative of the fact that training patrolmen in new developments evolving out of the changing social patterns and technology is unwarranted. The 250 square feet of floor in the Municipal Building allocated to the police department will invariably need expansion for selection and training of new recruits and continued training for experienced officers. At least another 250 square feet will be necessary and preferably adjacent to the present space.

The present equipment, including patrol cars, are in good repair. The equipment are replaced every two years.

It is recommended that a policeman help direct traffic during rush hours at the intersection of U. S. 701 and Broad Street (the town's Central Business District).

Although the police department has jurisdiction over the area one mile beyond the town limits, this extraterritorial area is not patrolled regularly. The present force cannot effectively do this. It is, therefore, recommended that the town and Bladen County coordinate their efforts by employing two or three additional patrolmen to cover this one-mile area outside the town limits. One way of accomplishing this end is by hiring retiring Marine Corps MP's from nearby Fort Bragg.

C H A P T E R F I V E

E D U C A T I O N

SCHOOL SYSTEM
LIBRARIES

SCHOOL SYSTEM

As was stated in the Population and Economy Study for Elizabethtown, a precondition for achieving the material aims of the Elizabethtown Planning Area is the active mobilization of its human resource. As a consequence, high priority must be given to widening man's horizons through improved educational systems.

TABLE 1

Name	Year Built	Grades	Classrooms	Student Capacity	Current Enrollment	Site Size
Elizabethtown	1922	4-12	38	800	855	14 ac.
Elizabethtown Primary	1958	1-3	10	300	263	10 ac.
Bladen Central High School	1928	1-12	43	1290	1466	15 ac.

Three schools, the Elizabethtown School, the Elizabethtown Primary, and Bladen Central High School, serve the current educational needs of Elizabethtown's youth. The above schools, however, are not confined to serving Elizabethtown students exclusively; rather they serve students within the region indicated on the map. The school system operates under the "freedom of choice" plan. The school administrative office is in Elizabethtown. The bus maintenance garage is located on U. S. 701 about five miles south of Elizabethtown. Students living in the outlying areas are bussed to school (see map showing transportation area boundaries).

Bladen Central, located on Ben Street South, was initially built in 1928 as a grammer and part high school. In 1942 an additional primary school building was erected to the west of the original building. A gymnasium and an agriculture building followed (1948), a separate high school building (1950), and a separate grammar building (1958). Current enrollment (1966)

totals 1,466 students, exceeding the school's student capacity (1,290) by 176 (see table above).

Elizabethtown School, first built in 1922 on Moorehead Street between King and Broad Streets as an elementary school, was expanded to include a high school housed in a separate building in 1928. Other additions sprouted. A cafeteria was built in 1945. Across King Street three new buildings were added; a gymnasium (1940), agriculture building (1951), and a band room (1956). Current enrollment, 855 students, exceeds the school's capacity of 800 by 55 students (see table on preceding page).

Elizabethtown Primary School on Mercer Mill Road is the latest addition to Elizabethtown's school system (1958). A one-structure school, it occupies a 10 acre site in a sparsely developed section of town. It has the further advantage of operating below capacity and can absorb an additional 37 students. See table on preceding page.

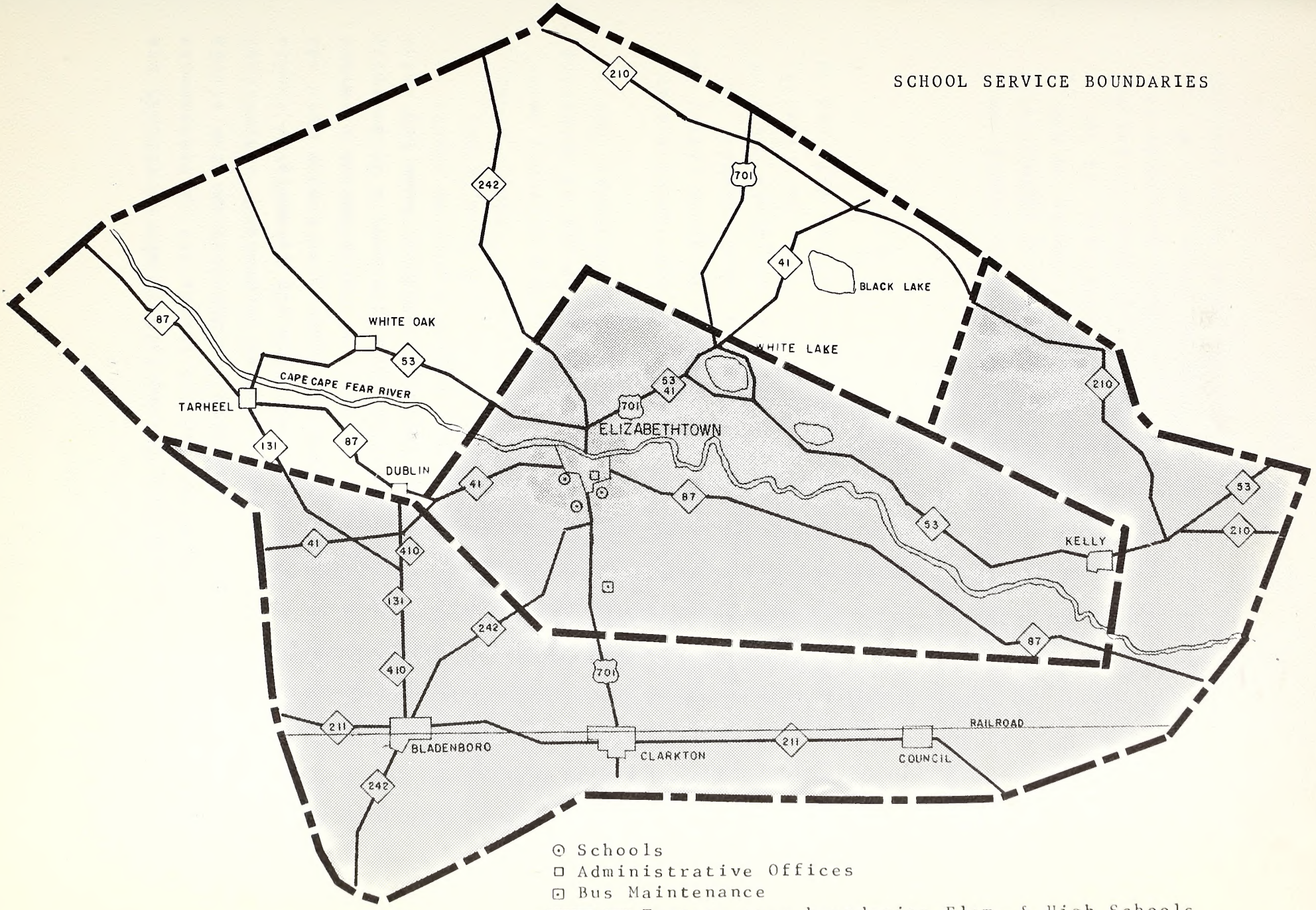
The average daily membership in the combined school system totals 2,584 (1966) and projected to increase to 2,705 (1970) and 2,907 (1980). There are five members on the school board. On the recommendation of the above school board, the State Board of Education conducted a school plant survey in 1962. As a result, school consolidation was proposed but the motion was defeated in a general ballot.

Recommendations

From Table 1 it is evident that Elizabethtown School and Bladen Central High School need additional room to accommodate the current overcrowding in both schools. The excess is substantial and projected to become even more critical. It is therefore recommended that a new central high school be established at a convenient location for the students presently at Elizabethtown, Bladenboro, Clarkton, Tar and White Oak. A minimum of 35 acre site and facilities for about 1,100 students

and faculty in the general vicinity of Butler's Crossroads is recommended by the school board. The recommended new high school should help to diminish the pressures on the existing school facilities. Instead of on-site expansion within an existing school or schools, the new high school which will accommodate all the high school students, will free the other high school structures to accommodate the excess student body or devoted to house programs of a community service nature such as a community center which the town is currently considering.

SCHOOL SERVICE BOUNDARIES



LIBRARIES

Elizabethtown Town Library

On the second floor of the Elizabethtown Town Hall are two rooms, 280 square feet and 216 square feet, devoted to the Elizabethtown Town Library. Organized in 1941, the Town Library presently owns 3,000 books with another 2,000 on loan from the county even though the library is not a branch of the county system. The 1965 circulation figures totalled 15,329. In spite of the relatively high circulation, there are no added facilities other than two rooms used for regular library shelving and tables. The staff consists of one librarian. Furthermore, there is no room for future or current expansion.

The library is administered by a board of four members. These members are appointed by the Town Board. The library is open to the public daily for book circulation. At the same time no parking facilities are set aside for the librarian or patrons. Aside from receiving rent, utility and the use of the area set aside in the Town Hall free, the library has no budget, receives no Federal, state or county funds. The librarian's salary comes from municipal funds. Any expenses, cards, pockets, etc., are met with whatever money is collected in fines or small gifts endowed from time to time to keep the library going.

Recommendations

The Elizabethtown Town Library, in its modest way, is pre-eminent as an agency of education. It has no graduation ceremony to mark its accomplishments, no sirens to proclaim its response to a call for service. But invisible pipelines of knowledge connect a large number of Elizabethtowners with this library as the 1965 circulation figures attest. A good newspaper reveals the facts of the day; a good library contributes the facts of our time. Yet Elizabethtown Town Library finds itself constricted

by lack of space for current administration, no room for future expansion of already inadequate space facilities and no visible means of support even when future plans depend on financial support in order that the library be moved to quarters adequate to carry on its functions properly. Clearly then, the scope of collection, space, and staff necessary to come up to standard lead to the interest on the part of librarians in joint, coordinated and cooperative programs with other libraries. Elizabethtown and Bladen County, standing alone, simply cannot provide twentieth century library service. But together they can at once extend the range of collection and the range of staff. The recommended movement toward larger library units, depending on relations among libraries rather than within libraries, calls on the highest skills of library administration. Public library standards have been set forth in detail, along with periodic reviews of funds necessary to achieve standards in the Coordinating Committee on Revision of Public Library Standards.*

Bladen County Library

In the basement floor of the new (1965) Bladen County Courthouse in Elizabethtown is housed the Bladen County Library with a floor area of 890 square feet devoted to two rooms, a 90 square foot office and an 800 square foot room for general library use. The building is of block and brick and the structure is fireproof.

Volumes in collection at the County Library total 24,025. The librarian, however, is of the opinion that when an inventory is taken there will be a smaller number of volumes showing. The 1965 circulation figures totalled 22,725. The library's bookmobile serves all of Bladen County making the rounds two days a

* Coordinating Committee on Revision of Public Library Standards, Public Library Service; Costs of Public Service in 1959, American Library Association, Chicago, 1960.

week. The bookmobile is a 1959 Ford. The library is part of the system of county libraries and operates on a budget of $11,633 from the following sources:

a) Federal funds: $1,133 plus a processing grant of $1,500.

b) State funds: $4,000.

c) County funds: $5,000.

There are no municipal funds or endowments.

The library staff is comprised of one full-time librarian and one assistant librarian working two days a week. The library board is made up of six members appointed by the Bladen County Board of Commissioners.

Recommendations

Off-street parking for library employees and patrons is unavailable. Therefore, in lieu of developing the vacant lots between Broad and King Streets on Cypress Street for public buildings and functions (a small park), as recommended in the Development Plan; a small parking lot is also recommended to accommodate parking needs for both the County and Town libraries. Furthermore, the areas allotted to the County Library, like that allotted to the Town Library, are inadequate even for present purposes, let alone future expansion. Therefore, a separate structure is recommended to be erected to house both the County Library and the Town Library on one of the vacant lots above. It is further recommended that the two libraries merge. This way the centrality of the two libraries will not be hindered, the needed room for expansion will have been accommodated, and the cooperative programs, between the two libraries, stated earlier, will have been strengthened.

CHAPTER SIX

RECREATION

RECREATION

In the Development Plan for Elizabethtown much of the current open land has been designated for recreation, active or passive. When man worked 12 to 14 hours a day, six days a week, the problem of leisure and recreation, so vital today, was nonexistent. Time for recreation was short and opportunities few. But the reduction of working hours, the adoption of the five-day week and vacations with pay have changed the concepts of recreation. Wisely used, leisure offers promise of becoming a great boon to the individual and the society. On the other hand, it may become a liability, if not a menace, if it is used for unsocial ends. The wide usage of public recreation facilities shows that people seek such facilities. This new drive presents a direct challenge to Elizabethtown to provide for the recreation needs of the present population and to plan intelligently to meet the increasing demands of the future.

The individual who has a rich recreation life is more likely to be a healthy, well-balanced, law-abiding citizen than the person who is deprived of recreation opportunities. The contributions of recreation to other community forces, important as they are, should be considered as by-products. The chief value of recreation lies in its power to enrich the lives of individuals. Because of this, much emphasis was placed on recreation in the Development Plan for Elizabethtown. Elizabethtown currently possesses, aside from school grounds, two recreation areas; one, the lighted ball field in the vicinity of the National Guard Armory, and the other a park on Cape Fear River East adjacent to Lock No. 2. This latter facility is wet and flooded except for the summer months. The lighted ball field is used extensively. A historical park, about 16 acres, is presently being proposed at the Tory Hole site in the intermediate plateau between the developed area of Elizabethtown and the Cape Fear River. The

Junior Chamber of Commerce is also raising funds for a Community Hall. The development of these two opportunities will contribute greatly to the cultural and recreational life of Elizabethtown and will have far-reaching significance in the future.

Recommendations

A series of neighborhood parks of 1 to 2 acres have been recommended in the form of neighborhood foci in both the proposed residential subdivision as well as in the existing residential districts. See map. These small neighborhood parks are strategically placed to encourage fellowship. Man is essentially gregarious. His desire for fellowship is strong. By affording him an opportunity to exchange news and get to know his neighborhood better, the town is helping him fulfill this need, and helping itself by creating a stronger bind among its citizens. One of Elizabethtown's greatest assets is its people.

The large open spaces incorporated in Elizabethtown's urban pattern in the form of green wedges are proposed specifically to fulfill an outlet for basic recreational needs of Elizabethtowners. The elements of the open space program are discussed in the Development Plan following this section.

C H A P T E R S E V E N

P U B L I C B U I L D I N G S

THE MUNICIPAL BUILDING
COUNTY COURTHOUSE

THE MUNICIPAL BUILDING

The Municipal Building or Town Hall is located on Courthouse Street across from the County Courthouse. The brick structure was constructed in 1956 and is in excellent state of repair. The Town Hall houses the Police Department, Fire Station, the Library, and a civic meeting room. On the first floor is the assembly room with kitchen facilities, police office, Town Clerk's office, and the Fire Station (space for 3 trucks). On the second floor is found the Elizabethtown Public Library, a room used as a parking meter repair shop, and a room not in use at the present. Except for the library space and the Town Clerk's office, the structure must be deemed adequate, just over ten years old, designed by an architect for the use to which it is being devoted. The Town Clerk's office requires some enlarging. These two space additions or relocations comprise the only obvious special needs that would greatly improve the efficiency of operations in the Municipal Building.

COUNTY COURTHOUSE

The new County Courthouse in Elizabethtown is located on East Broad Street and Poplar Street (U. S. 701). The structure has a floor area of 68,000 square feet housing all county government offices. The building was completed April 5, 1965, replacing the old courthouse built in 1893. The present facilities in the courthouse are generally adequate and no future plans for expansion are anticipated. There are 60 parking spaces for county vehicles, employees automobiles, and visitors. The courthouse is architecturally handsome and well located (in the center of town). Landscaping the front and back areas of the site would further enhance the looks of the building as the architectural sketch clearly portrays. It is, therefore, recommended that trees, flowers and grass be planted on the sides facing Courthouse Street and Poplar Street.

LAND DEVELOPMENT PLAN

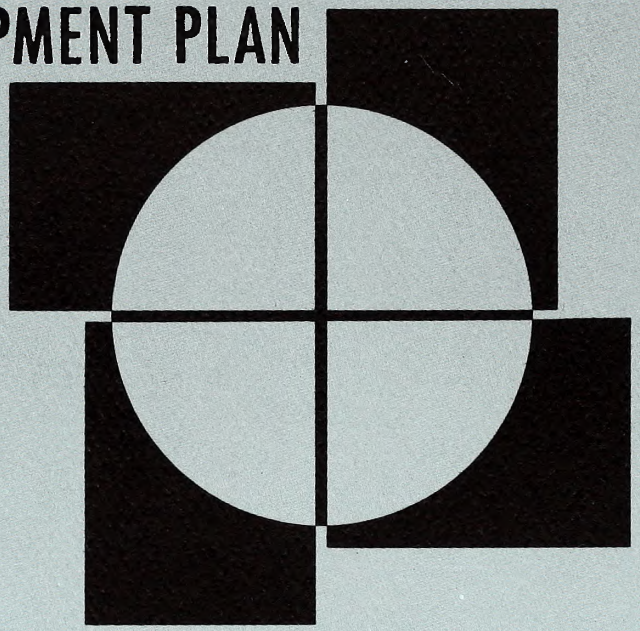


TABLE OF CONTENTS

Page

CHAPTER ONE

INTRODUCTION 85

Introduction 85

Plan Participants 87

Working Assumptions 89

CHAPTER TWO

ALTERNATIVE PATTERNS OF GROWTH 90

Sprawl 90

Satellite Pattern 91

The Corridor Pattern 92

CHAPTER THREE

FUTURE LAND USE REQUIREMENTS AND RECOMMENDATIONS . . . 93

Residential 94

Commercial 98

Industry 101

Cultural and Recreation 105

CHAPTER ONE

INTRODUCTION

INTRODUCTION

Momentum for progress in Elizabethtown has begun. The Elizabethtown Planning Board has embarked on a responsible and resourceful planning effort to create an environment reflecting the human and material, economic and cultural needs of the Elizabethtown community.

The Land Development Plan for the Elizabethtown Planning Area is a long range guide for physical growth and development. It is intended to be an official statement of policy that is both comprehensive and general in nature concerning future urbanization in the area. The general guides in the plan, expressed in both written and graphic form, are to be used as a basis for decisions about the use of land over a period of years. The plan will provide a basis:

- for local officials and Planning Board members to use in formulating policies about future development in the Elizabethtown Planning Area;
- for reviewing current development projects, future rezoning applications, and proposed subdivisions; and
- in relating public and private development projects to overall area development.

In formulating the plan, consideration has been given to local objectives for the future, projected future population in the area, the amount of land needed for residential, commercial, industrial, and public land uses, an analysis of the existing man-made conditions, and the characteristics of the natural environment found in the area. This material has been studied and equated with accepted general principles for urban land development. The result is a plan to be used as a guide for the logical location of each type of land use that can be utilized to achieve a workable, convenient, and attractive urban environment.

The plan proposals are not remote and impossible; they are expressions of general policy to be followed by municipal

officials and departments as well as guides to be used by private citizens in the formulation of detailed plans for development of the urban area. Since urbanization has been taking place for many decades, much of the plan naturally coincides with what exists. However, proposals have been made for changes in developed areas that will improve the pattern of land uses. In undeveloped parts of the planning area, land uses have been proposed which are in harmony with the physical limitations that occur in the area.

During the long period of time covered by the plan, Elizabethtown will be affected by changing conditions that could be anticipated. When circumstances warrant, the plan should be modified by the Planning Board. However, to ensure that these changes are consistent with the objectives and principles contained in the plan, they should be preceded by a thorough study of the situation. This is necessary to maintain continuity and ensure that the plan remains a long range, comprehensive, and general framework for physical development.

PLAN PARTICIPANTS

The task of guiding and coordinating urban development is the responsibility of municipal government. In addition to elected officials, however, planning physical development requires the assistance and cooperation of many individuals and groups. Among these is the local Planning Board, a group of citizens who serve in an advisory capacity, to assist the Town Council in solving development problems.

A Planning Board was established in 1965, by the Elizabethtown Council and the Bladen County Commission to prepare a Land Development Plan for Elizabethtown and the surrounding one-mile area. This group of ten citizens, five from the municipality and five who reside in the extraterritorial planning area, has been appointed to carry out the duties described in the North Carolina planning enabling act.

> "Every city and town in the State is authorized to create a board to be known as the Planning Board, whose duty it shall be to make careful study of the resources, possibilities and needs of the city or town, particularly with respect to the conditions which may be injurious to the public welfare or otherwise injurious, and to make plans for the development of the municipality. The governing body of such city or town desiring to establish such local planning board shall appoint . . . said board. The governing body of any city or town is hereby authorized to enter into any agreements with any other city, town or county for the establishment of a joint planning board."

The ordinance adopted by the Elizabethtown Council which established the Planning Board describes the responsibilities of the board and the duties of its members in more detail.

Municipal Planning Boards have no legislative authority. The members serve as an advisory group to make recommendations on current planning matters and to assist the Council by developing long range plans for community development. The Board holds at least one public meeting each month.

Planning assistance is being furnished the Elizabethtown Planning Board by the staff of the Division of Community Planning, an agency of the State of North Carolina. The responsibility for planning in Elizabethtown, however, rests with the local Board. After studying the material collected, the members of the Board must approve the conclusions drawn and recommend to the Town Council plans and policies which should be followed in guiding the process of urban development in the community and its environs.

WORKING ASSUMPTIONS

1. That the long term human goals set by the Planning Board are in the public interest.

2. That it is within the range of the community's ability to choose its own future.

3. That the town and region's resources can be planned for logical development rather than short-term market exploitation.

4. That a full-scale, comprehensive planning approach is necessary for the maintenance of the Elizabethtown Planning Area in the full interest of the local and regional public.

5. That a forward-looking, rational public will appreciate the necessity for and support such a process.

6. That a highly progressive representative governmental spirit will support the far-reaching plans and recommendations of the Elizabethtown Planning Board.

7. That initiative and finance will be forthcoming for logical urban and regional development to adequately meet the needs and values of the contemporary society in Elizabethtown today, and in the future.

C H A P T E R T W O

ALTERNATIVE PATTERNS OF GROWTH

1. Sprawl
2. Satellite Pattern
3. The Corridor Pattern

ALTERNATIVE PATTERNS OF GROWTH

Not only past trends, but also the goals described earlier provide the yardstick for judging the desirability and adequacy of alternative plans for development. It is the purpose of this chapter to present and briefly analyze three major patterns in which this development could take place.

1. SPRAWL

This is not an uncommon phenomenon - currently taking place throughout the nation. Under the sprawl pattern of development, new growth would follow its present trend of expanding outward in all directions seeking the lowest priced land. Sprawl takes place naturally in the absence of energetic and coordinated public policies to guide new growth. The problems that have been created by sprawl in the past will be magnified in the future if this pattern is allowed to continue.

Sprawl is characterized by scattered urban development, usually without adequate public facilities, unpredictable demands for service which can only be met by catching-up after a period of inadequacy, and increased costs for public services. As a result, taxes continue to go up and living environments are frequently inconvenient and unpleasing. Knowing what development will occur at any particular time and location becomes impossible.

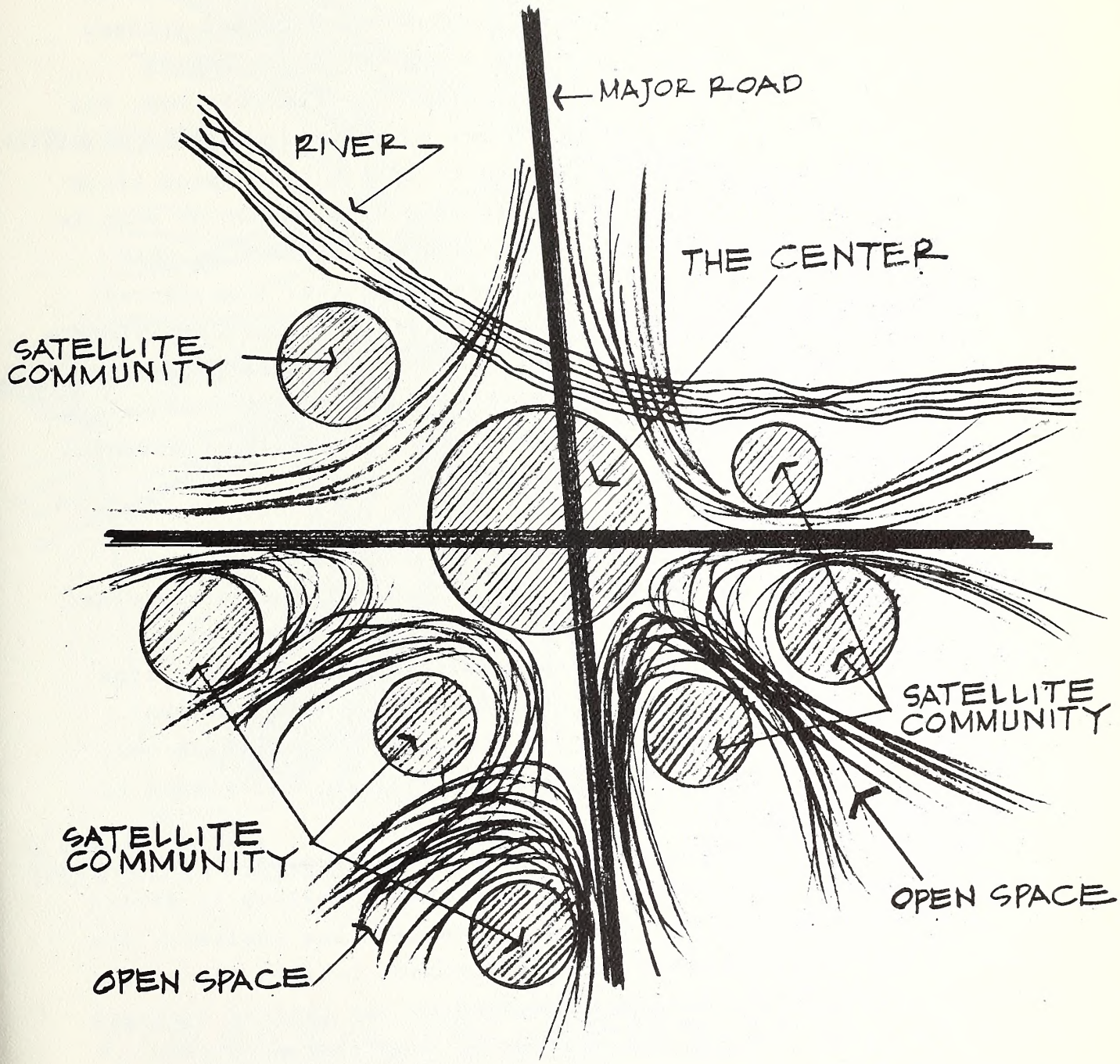
Sprawl takes place in a series of hops, skips, and jumps leaving large amounts of undeveloped land between fully developed subdivisions. In this way individual land owners play the dominant role in determining the location of shopping centers, employment centers, etc. Community-wide planning tends to give way to individual initiative and largely unrestricted forces of the real estate market. Thus the community ends up with development contrary to the convenient and harmonious plan it set out to

follow. Sprawl is largely the result of permissive and even passive planning - planning by reaction rather than by imitation of positive public policies.

2. SATELLITE PATTERN

A satellite pattern of development would channel much of the new urban growth towards secondary nodal centers some distances from the present Central Business District and separated from it by permanently rural countryside. The advantage of this pattern is that it would prevent the urban expansion that so often engulfs everything in its path and leaves little, if any, large-scale open space within easy range of most urbanites. Occupants of a satellite town or neighborhood would have the further advantage of not feeling so lost in the mass. They would be encouraged to develop a feeling of identity with their separate satellite communities.

The satellite pattern's biggest advantage, large expanses of open space on all sides, is also its biggest disadvantage. It increases the length of travel to the Central Business District and it presents insurmountable problems of open space protection. The pressure for urbanization is greatest along the radial vehicular routes that currently tie Elizabethtown's Central Business District with its outlying residential communities.



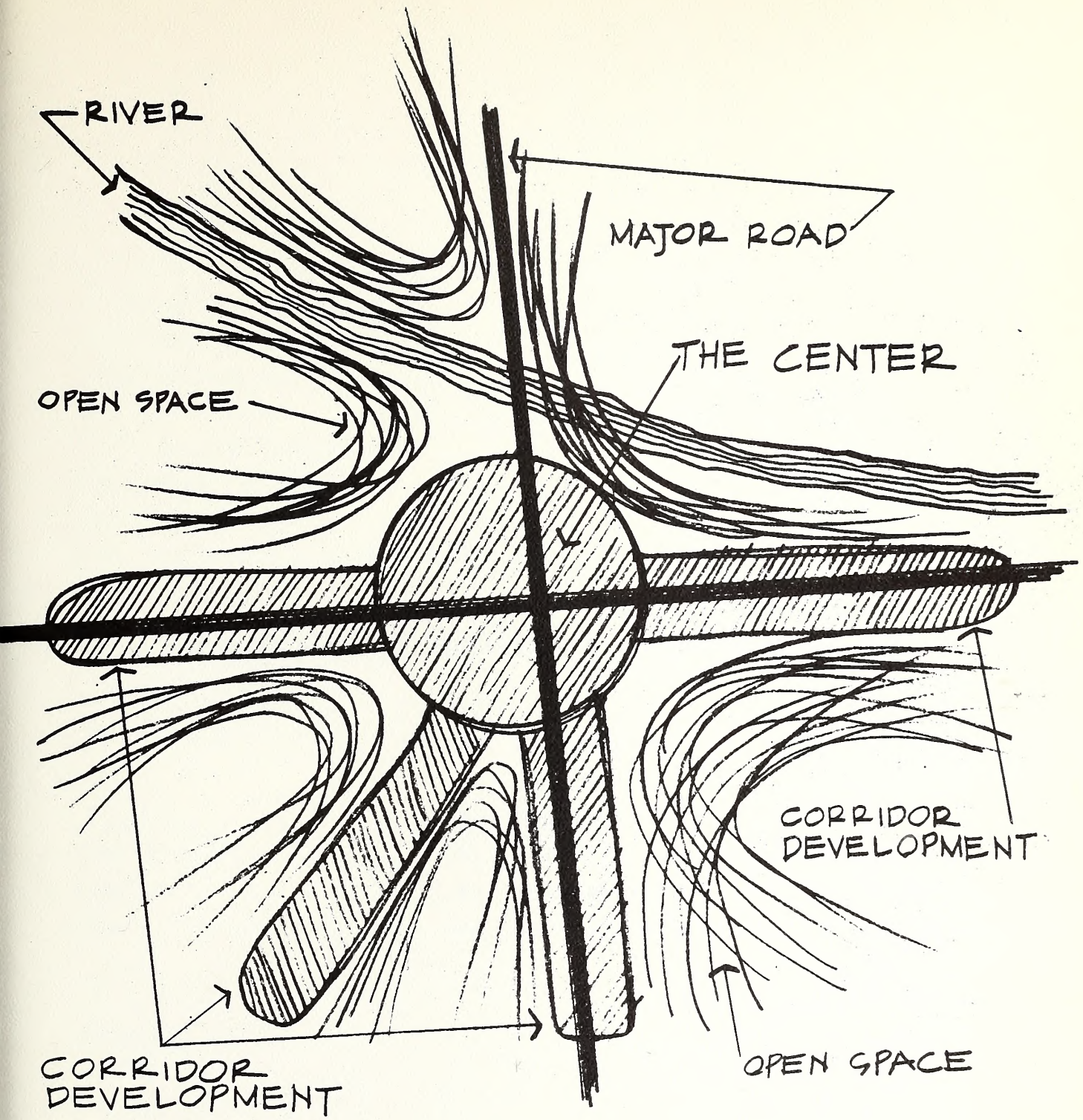
SATELLITE PATTERN-SKETCH

3. THE CORRIDOR PATTERN

Like the satellite pattern, the corridor plan concentrates new urbanization in well defined areas separated from the rural countryside. The chief difference is that the corridor pattern pulls the satellites closer together along the major routes intersecting at the Central Business District. In this way, the corridor pattern retains the advantages of concentrated and well organized urbanization without trying to retain open space along the corridor axis. Thus, transportation to the center of town is facilitated while implementation problems are reduced in that open spaces will be automatically preserved rather than forced. The new corridor neighborhoods will provide convenient and pleasant living conditions and a wide range of choice among housing types. Additional service, commercial and employment choices will naturally be available downtown easily reached by the radial network.

In the present context, the corridor pattern seems most appropriate. Appropriate in that the satellite pattern would not be feasible for a town the size of Elizabethtown since these satellites, by function, must accommodate most of everyday type of shopping and service facilities. In a large metropolitan area, this is seen as workable. At the scale of Elizabethtown, a satellite scheme could not fulfill the role it is designed to carry.

The corridor pattern, on the other hand, is applicable to large, medium or small areas. Its outstanding quality is direct access to downtown. As was stated in the Land Use Analysis, the current trend of development in Elizabethtown follows the simple and direct pattern of focusing attention on the Central Business District. It was further stated that by complying with this existing tendency toward radial development, the plan takes full advantage of natural forces working toward economy and convenience.



CORRIDOR PATTERN – SKETCH

C H A P T E R T H R E E

FUTURE LAND USE REQUIREMENTS AND RECOMMENDATIONS

1. Residential
2. Commercial
3. Industrial
4. Cultural and Recreation
5. Thoroughfare Plan
6. Concluding Remarks

LAND USE REQUIREMENTS

The development plan for Elizabethtown is based on the findings and conclusions set forth in the Land Use Survey and Analysis. The elements of the plan are discussed pertaining to each use, namely, residential, commercial, industrial, cultural and recreational, and thoroughfares.

Table 1 below shows the total number of acres currently developed for various land use purposes. It also portrays the projected increase in acreage in developed land, based on the same land to population ratios of 1966. In some of the land use categories, this ratio has been inflated to allow for accelerated growth in a category such as industry and housing, and to accommodate certain trends likely to appear in the future, such as in cultural and recreational land use as stated in the chapter on "Problems and Potentials" in the Land Use Survey and Analysis.

TABLE 1

Population 1980 - Planning Area = 4,149
Population 1966 - Planning Area = 3,550
Population 1966 - Elizabethtown = 1,486

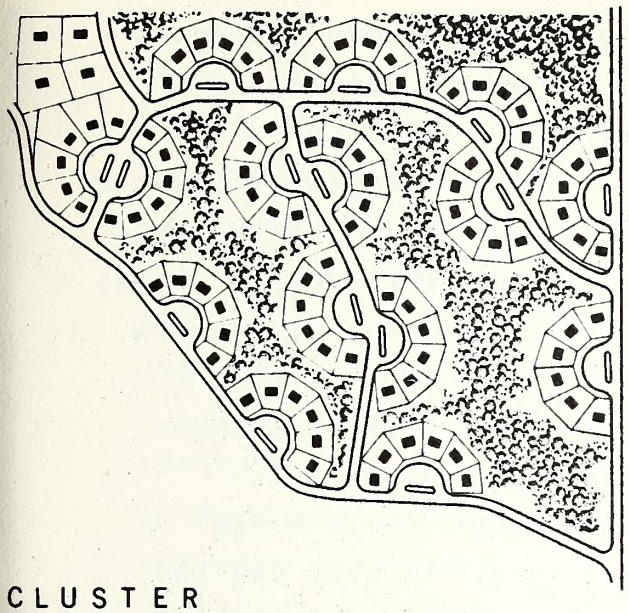
Planning Area	(1966) Acreage	(1966) Ac/100 Pop.	Projected 1980 Acreage	Additional Acreage Needed	Optimum Available
Residential	238	6.7	270	32	140
Commercial	39	1.1	44	5	13
Service	42	1.2	48	6	9
Industrial	106	2.9	120	14	72
Transp. & Util.	24	0.7	27	3	3
Streets	271	7.6	305	34	45
Cult. & Recr.	37	1.0	42	5	29
Total Urban	757	21.4	856	99	

RESIDENTIAL

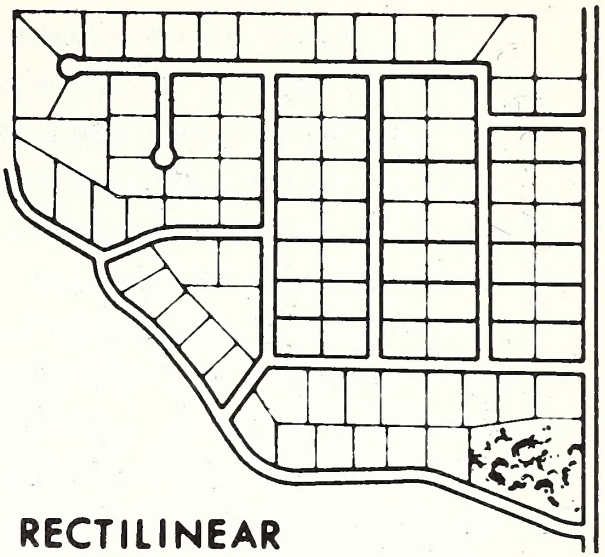
New residential lots in Elizabethtown should not follow the original plat laid down in Isaac Jones' land when the town was first initiated. Times and needs have changed. One-fourth acre lots do not necessarily reflect today's living habits. Trends in living habits have nullified much of what was considered adequate in the past.

New residential growth will be taking place primarily outside the present town limits. Land for new development in the fringe areas is readily available (see 1966 Land Use Map). However, public services such as water and sewer are not readily available and must be provided for. The availability and unavailability of these and other services will be discussed in some detail in the forthcoming Community Facilities Plan for Elizabethtown. Because of this, larger residential lots (one-half acre lots) are recommended with a minimum size of 20,000 square feet per lot. The recommended larger lots are based on conformance with the State Health Department which recommends that homes should be provided with enough space to accommodate such facilities as wells and septic tanks (where public water and sewer service is unavailable) so that the health of the occupants is not endangered.

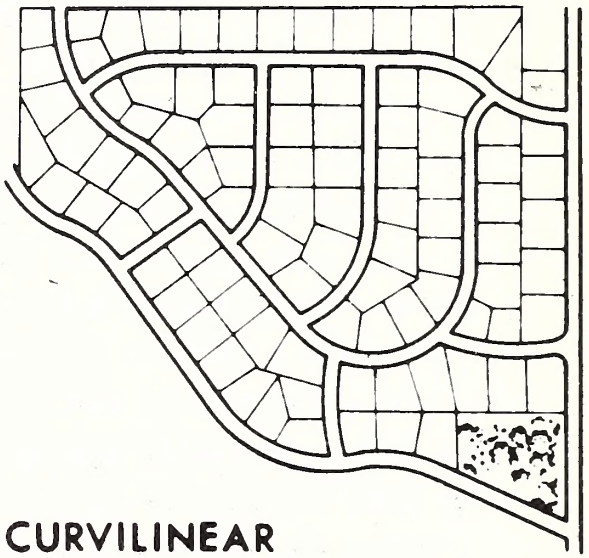
As was stated earlier, residential growth is taking place in an outward direction. This expansion is occurring along Elizabethtown's major thoroughfares in a strip fashion primarily because access roads into the interior are lacking. According to the soils study, the area east, west and south of Elizabethtown town proper is mainly in the Norfolk sand and sandy loam category which is suitable for residential construction; specifically, the areas served by Broad Street (east and west) and U. S. 701 (south). New subdivisions, fed by the above highways, can be accommodated in the undeveloped portions off of Broad Street and U. S. 701.



CLUSTER



RECTILINEAR



CURVILINEAR

Note: These three possible subdivisions of a development tract with ninety-four lots show cluster pattern, left; rectilinear pattern, top right; and curvilinear plan, bottom right. Only 6,000 lineal feet of streets are needed for cluster. Grid calls for 12,000 feet, curvilinear layout needs 11,600 feet. Lots in the cluster plan were reduced from one acre to three-quarters of an acre to provide added privacy and less maintenance expense. The number of lots (94) remains the same as in the other two layouts permitting the "saved" balance, approximately one-half of the area of the tract, to be devoted to open part.
Source: Urban Land Institute, technical buttetin 40

The old method of plotting parcels that encourages row house type of development is one obstacle in the face of developing community interraction through structural orientation.

From an aesthetic point of view, the gridiron layout displays an air of monotony and disinterest. The cluster type, illustrated above, displays a feeling of invitation and the semicircular areas, if designed with sufficient space and careful landscaping, become common play areas for the children residing in each of these cluster developments. Proper attention to many small refinements and amenities can contribute greatly to the development of pleasing urban neighborhoods. Small local parks, shade trees along streets, proper landscaping of buildings, all such refinements can add greatly to the quality and pleasing appearance of the community.

Without planning in advance, a prospective homeowner can buy a piece of property or a house, but he cannot purchase an unchanging environment. The kind of neighborhood he will be living in is beyond his individual control. There is, to be sure, an abundance of space for new home sites without overcrowding and blighting older ones. Elizabethtown Planning Area encompasses an area of about 5,156 acres. Urban development presently occupies about 751 acres. The expected population 20 years hence will require the urbanization of only 99 additional acres (based on projected 1980 acreage). Since slightly larger residential lots are recommended in the Elizabethtown fringe areas, 15 acres are added to the 1980 residential acreage making it 47 instead of 32 acres. Overall, more than four-fifths of the land in the Elizabethtown Planning Area will remain rural or vacant. Of this, based on soils and topography, at least one-fourth is developable (roughly 1,000 acres or at least double the current developed land in the Elizabethtown area). How useable this land will be, and how pleasant to live in depends largely upon the success of effectuating residential planning. The suggested creation of a pleasing variety of urban, semi-urban and rural neighborhoods,

each in harmony with the surrounding landscape, assures every dweller in the Elizabethtown area of finding the environment of his choice. Essentially the present developed residential districts within the corporate limits are considered urban. The extensions of these districts into the fringe areas, with their new future additions along the major thoroughfares, constitute the semi-urban. The sectors between these development corridors, the wedges, are, therefore, rural in character.

Due to a high percentage of substandard housing current in the Elizabethtown Planning Area, redeveloping these deteriorating pockets must receive the attention it deserves. The Land Use Analysis focussed attention on the particular sector lying south of Elizabethtown between U. S. 701 and Peanut Road. As outlined in the section on "Problems and Opportunities", 40 percent of the housing stock in that area is dilapidated, 25 percent deteriorating, constituting 65 percent substandard. Faced with a seemingly formidable obstacle, the inability to carry out renewal programs outside its corporate limits, Elizabethtown should initiate an "Annexation Study" to determine the feasibility of including the area as soon as possible. The Annexation Study would also determine whether or not other developed and undeveloped areas lying outside the current town boundary should be annexed. A "Neighborhood Analysis Study" is also highly advisable in order to determine in greater depth (based on sample house-to-house surveys and social studies) the extent of blight in Elizabethtown and corrective measures to curtail it. Once the blighted areas are annexed, the municipality can then undertake the necessary redevelopment program.

Areas recommended for residential development, according to the Land Development Map, appear in six major locations:

1. The vacant parcel south of Broad Street West served by Broad Street West, Swanzy Street Extended and SR 1155.

2. The area located between U. S. 701 and Ben Street Extended north of the southern portion of the proposed

bypass served by Ben Street, U. S. 701 and the proposed bypass.

3. The area fronting U. S. 701 south of School House Branch served by U. S. 701.

4. The area between U. S. 701 and the proposed bypass south of Mercer Mill Road served by Mercer Mill Road. This area is presently wooded.

5. The parcel east of David Street and south of Broad Street served by Broad Street. The parcel is presently wooded although residential development is present on both sides of the proposed location.

6. The area fronting Broad Street East at the intersection of Broad Street and the proposed bypass.

All the above locations occur in areas where soil conditions are favorable for residential development and where limitations on public sewer system extensions or septic tank field filters are slight or, in some instances, moderate.

COMMERCIAL

Elizabethtown's shopping core is the principal shopping center for retail and wholesale trade in Bladen County with a clientele of about 28,000 population. Spatially, the acreage devoted to commercial activities in the Elizabethtown Planning Area is projected to increase by only 5 acres in 1980. Most of this increase will accompany the residential development in the outskirts of town. As population begins to gather in each new subdivision or neighborhood, the daily marketing services will come first in the form of grocery stores or a combination of service station and grocery store.

In the Central Business District, the shopping center's greatest disadvantage is its lack of a strong spatial organization. Steps must be taken to enhance the design of the physical-spatial organization to facilitate communication and movement ease. Elizabethtown's business center should capture all the vitality and excitement of urban life in a setting of natural beauty. Clean, bright, well lighted, tree-lined streets and buildings surrounded by small open spaces will accommodate much of Elizabethtown's business and commercial population. Ample parking, off-street, would add convenience to the town's advantage as Bladen County's business center.

Throughout the Elizabethtown Planning Area, in keeping with goals originally set, will be opportunities for people to enjoy a number of nearby conveniences. At an appropriate location within each residential neighborhood within easy walking distance of many homes, provisions for a small neighborhood center should be set aside. This type of center will answer the very basic needs of the residents. A loaf of bread or a newspaper will be available at the neighborhood store, a small shop attractively designed for convenience and compatibility with its surroundings. Such small centers should accompany the new or redeveloped residential areas. Tied in with a community facility, such as a neighborhood park or recreation center, it can help provide a

neighborhood focus. Specifically, the residential development east of Elizabethtown on Hill and David Streets and its probable residential growth would be one instance where a small neighborhood shopping center would fit. It will serve not only the subdivision, but also the residents of other subdivisions east of it that are likely to appear north and south of Broad Street East.

In order to better work out transitions between potentially inharmonious types of development in the business center of Elizabethtown, such as was stated earlier, specific setbacks, screening and landscaping conditions are recommended to be placed in the zoning ordinance to govern special exceptions in residential areas, and off-street parking facilities in or adjoining residential areas.

Specific areas recommended for commercial development, according to the Land Development Map, are five and appear in the following locations:

1. At the intersection of Broad Street West and the proposed bypass. Facilities in the small neighborhood shopping cell not only provides for the everyday type of shopping necessities of the residential subdivisions in the vicinity, but also caters to the through traffic opting for the bypass.

2. On U. S. 701 South, north of the proposed bypass. This commercial cell is proposed as an appropriate location to serve the proposed residential development immediately adjacent to it.

3. On Mercer Mill Road at the intersection of Mercer Mill and the proposed bypass. Because two new residential development areas are recommended in that vicinity, this commercial cell will fulfill the day-to-day shopping needs of the inhabitants of the above subdivisions. Although it is located on the bypass, it is not recommended as a through-traffic stop.

4. On Broad Street East and the proposed bypass. This commercial use is proposed to serve three purposes:
   (a) As a service area for through-traffic, namely, an eating and car service stop.
   (b) To provide an eating facility for the employees of the two proposed industrial locations east and west of the proposed bypass near the intersection of the bypass and Broad Street East.
   (c) To provide the necessary day-to-day needs of the residents in the existing residential development as well as the proposed residential cluster on Broad Street East.

5. On Broad Street between Hill and David Streets providing a neighborhood focus, mentioned earlier, for the existing subdivision and its anticipated growth.

INDUSTRY

Industrial acreage is projected to increase, according to past trends, by only about 13 acres by 1980. However, recent trends tend to indicate that an accelerated growth in the Elizabethtown Planning Area is not unlikely. Because of this, larger acreages have been apportioned on the Land Development Plan and made available for the anticipated industrial expansion. Municipal services, namely, electric power, water, sewer and thoroughfare facilities should necessarily be extended to these sites. Once a sizable industrial development is located within the area, it would generate a demand for more. While industrial attraction is necessary for the life of the community and a healthy sign of economic activity, care must be taken as to type and location of industry. Veeder-Root, Incorporated, for example, is currently well situated with room for expansion and served by Broad Street (N. C. 87). The expanse between this plant and the present town limits, however, becomes vulnerable to unplanned development. Similar situations are bound to arise when Elizabethtown attracts new industries.

Presently, Elizabethtown does not suffer from polluted air of any substantial consequence. However, future industrial location, aside from demand, cost, personal, and transport considerations, must be viewed from the point of view of its impact on the town's environment. The prevailing wind direction must also be considered. The wind blows from the southwest for the greater part of the year, but in September and October, the prevailing wind direction is from exactly the opposite direction; i.e., northeast. No town can be free of all air pollution and smoke. The degree of pollution, however, can be minimized by mechanical means and by proper location of uses that emit smoke and other pollutants.

Most analyses of industrial locations tend to overemphasize the locational significance of transport and processing cost factors. However, judging from various authorities, the locating

factors may be divisible into three main groups: (1) Demand, (2) Cost, and (3) Personal Considerations.

(1) Demand: The demand factors include, among others, location of competition, prejudices and buying habits of the consumer, relationship between personal contracts and sales, extent of market area, and competitiveness of the industry in location and price. An enterprise like Veeder-Root with a market area, the nation, need not worry too much about market area since it produces a specialized product in demand all over the nation and abroad. On the other hand industries such as furniture or peanut processing may strongly consider market area and competitiveness before embarking on expansion or reduction of output. The Columbia Peanut Company of Elizabethtown has ample room to expand in that the area adjoining it on the west is undeveloped and set back from residential uses relatively well. Elizabethtown's furniture manufacturing company between Swanzy and Ditch Streets will have to relocate in the event expansion is anticipated because of a lack of undeveloped lots immediately adjoining its present site. New industries attracted to Elizabethtown will all want to locate on major vehicular routes since rail service is unavailable in Elizabethtown. In the economic study for Elizabethtown, mention is made of the various types of locational possibilities Elizabethtown should be in a position to offer to attract industry. Prime areas for industrial location in Elizabethtown are in the outskirts of town on or near major access roads - Broad Street (east-west) and U. S. 701 (south). Effective zoning regulations should be enacted to help protect industrial land from residential encroachment just as much as preventing industry from invading residential districts.

(2) Cost: The cost factors include cost of land, availability and cost of capital, insurance rates, cost of fuel and power, cost of labor and management, materials and equipment and cost of transportation.

Land costs in Elizabethtown are competitive in relation to surrounding areas. Transportation costs and access are fairly reasonable. Most of the bulk shipments such as pulpwood, peanut products and bulk petroleum are transported via the Cape Fear River. Land transportation, however, should be improved in the order of a bypass for faster vehicular movement. A bypass would also help reduce traffic accidents in the town itself. The bypass will inevitably open new areas for development, but care must be taken in advance of effectuating a bypass so that premature development by land speculators does not take place. The zoning ordinance will be a strong means of confining construction to areas considered ready for development.

(3) Personal Considerations: Personal considerations allude to the security motives, psychic and environmental preferences. Elizabethtown can stand to gain much by undertaking small but highly effective programs of beautification and urban excitement. Such issues tie in closely with variety and volume of commercial activity, its relation to the industrial employees' residences and place of work and other community facilities such as schools, churches, and recreational activities.

In all site selections, there is a balancing of all factors - demand, cost, and personal. In a capitalistic economy, maximum profit is the overall motivating factor, but maximum profit must be generalized by defining environmental profit as a part of maximum profit. This is especially important to Elizabethtown as it undertakes to achieve a high rating among top areas of the region for industrial location. In addition to the physical

aspects of plant location, availability of water and sewer, and access, industry today is attaching increased importance to the total environment, to the advantages which it and its employees will enjoy in a community. A good educational system, a wide selection of housing, the availability of recreation and entertainment, community activities, cultural opportunities, quality shopping, and convenient transportation all weigh to some degree in the location decision.

Specific areas recommended for industrial development, according to the Land Development Map, appear in three major locations:

(1) On SR 1155 (incorporated in the proposed bypass): The area is presently sparsely developed and partly wooded. The soils conditions (Norfolk Sands - see Soils Map in the Land Use Analysis) have slight limiting factors for light industries. The proposed bypass will serve as a direct link to the outside world for shipping and worker commuting purposes. It should be noted, however, that orientation of the industry must be carefully handled so that it does not conflict with the residential uses directly north of the site.

(2) West of the proposed bypass, fronting the bypass near the intersection with Broad Street East. Again, the physical aspects of the proposed industry must be met to satisfy the demands of the desired orientation with regards to the proposed and existing residential development west of the site.

(3) East of the proposed bypass near the intersection with Broad Street East. The soils (Ruston Sandy Loam - see Soils Map in the Land Use Analysis) are favorable for light industrial uses.

(4) At the intersection of the proposed bypass and U. S. 701 South.

CULTURAL AND RECREATION

This section will undertake to determine the reasons for and the location of the major elements of cultural activities and recreation; i.e., schools and recreation facilities such as parks and playgrounds. Other items of the community facilities program such as libraries and museums will be discussed in the Community Facilities Report along with other aspects of public and private community services.

In the Land Use Analysis, it was stated that the school facilities in Elizabethtown are used during non-scholastic days of the year, mostly during the summer months, by the citizens at large. Such multiple use is reasonable, but the question of maintenance places an added burden on the school officials because after a summer's use by the general public, the school grounds and facilities have to be reconditioned and refurbished in preparation for the school year. Aside from the one lighted ball park on Swanzy Street near the western edge of town, Elizabethtown lacks all other public park and playground facilities that all residents of Elizabethtown should be able to enjoy year-round. The boundary of the school district extends beyond the Elizabethtown Planning Area (see map showing district boundary at the end of this chapter). Judging from the service boundary of Elizabethtown's schools, it is clear then that the school facilities are used not only by Elizabethtown students but students from nearby towns in Bladen County. This fact highlights the urgency for additional recreational facilities particularly geared to fulfill the needs of Elizabethtown's citizens. Open, undeveloped land is abundantly available in the Elizabethtown Planning Area today, namely, farmland and forests. Before, however, this vulnerable land is usurped by sprawl development, the Elizabethtown Planning Board proposes to undertake an open space program to safeguard the beauty and usefulness of said areas according to the proposed corridor development. The elements of the program are briefly:

(1) Utilization of Private and Public Land for Outdoor Recreation:
The increased needs for outdoor recreation in Elizabethtown, spurred on by rising living standards and increasing leisure time, must be met by utilizing both private and public lands. While many active sports can be enjoyed on school grounds within the urbanized area, such as the lighted ballfield on Swanzy Street West, and even in family backyards, hunting, fishing, hiking, swimming, horseback riding and similar outdoor sports require more elbow room. Large expanses of water, river fronts, forests and fields cannot be provided adequately within the present urban area of Elizabethtown. Private property in the rural areas surrounding the town with a small subsidy from the town, can meet a substantial part of such opportunities for outdoor recreation to the profit of the owner. Local public parks must fill in the rest of the need.

(2) Protection of the Natural and Historical Resources:
The natural and historical resources of the Elizabethtown area constitute a great potential for a wide variety of amenities. However, this potential must be locally recognized to prevent sprawl "honky tonk" obliteration. Urban, gentle farmland and wild areas are of particular importance together with the area's historic significance.

(3) River Front Parks:
These parks are located along the Cape Fear River. They fulfill the growing demand for such activities as camping, fishing, and picnicking. The location should be based on the existing and potential water front sites. In some instances streamside parks will be developed as links between the various sectors of the town, such as School House Branch and Browns Creek.

(4) Open Spaces as Reserves for Future Urbanization:
Maintenance of large amounts of clear open spaces,

uninterrupted by scattered urban development will require consolidated urbanization in conjunction with the corridor pattern outlined earlier. Should Elizabethtown find it necessary in the future to urbanize part of the preserved open space, demolition of obsolete urban scatteration will not have to be the first step.

(5) The Objective:

Urbanizing areas with great expanses of open spaces in or around it provide a haven of relief to its inhabitants who spend a major portion of their time in the hustle and bustle of their respective working areas. Psychologically, for a person to be able to get out, take a deep breath of fresh air and gaze at large open space panoramas or to be engulfed in a natural environment has a very soothing effect. Aside from the obvious potential for outdoor recreation, large open spaces provide inspiration and change of pace that are becoming more vital as Elizabethtown prospers economically. In addition, maintenance of large amounts of clear open spaces would provide the flexibility needed in a development plan for Elizabethtown. Future growth can never be accurately predicted during the long time-span covered by the plan since Elizabethtown will invariably be affected by changing conditions that cannot be anticipated. In such instances, the Elizabethtown Planning Board can modify the plan utilizing the flexibility the open space program offers.

Each of the major residential neighborhoods in Elizabethtown as outlined in the Land Use Analysis should be provided with an urban park to compliment the open space program. Each of these neighborhood parks should be attractively landscaped, beautifully planted and maintained. Benches to relax on in sunlight or shade and pathways will be inviting and attractive congregating places for the inhabitants of the respective neighborhoods.

Specific locations tentatively under study for two schools, according to the North Carolina Board of Education, appear:

(1) On Broad Street West directly west of the residential development across from Veeder-Root, Incorporated.

(2) On U. S. 701 North just outside the northern Planning Area Boundary.

As for neighborhood park locations, for the most part the sites are proposed with the intention that they furnish neighborhood foci individually or, together with a shopping cell, collectively. According to the Land Development Map, they appear:

(1) On Ben Street South complimenting a proposed shopping cell and a proposed residential development between Ben Street and U. S. 701.

(2) On U. S. 701 South complimenting a proposed residential development.

(3) Off of the proposed bypass abutting a proposed shopping area and complimenting a proposed residential area.

(4) On Broad Street East near the intersection of Broad Street and the proposed bypass.

(5) On Cypress Street east of the present Town Hall between Broad and King Streets.

(6) North of Queen Street between Pine Street and U. S. 701 encompassing the historically famous Tory Hole.

The open space pattern shown on the Land Development Plan, according to the elements outlined in the open space program, serve three major purposes:

(1) The Open Space Wedges (agriculture or forested areas) surrounding and penetrating the Elizabethtown Planning Area provide all the space needed for outdoor recreation of a passive nature such as camping, fishing, walks in the woods and the like and protects the natural resources of Elizabethtown.

(2) It provides the reserves or conversion areas needed for future urbanization in the event urbanization in

Elizabethtown took an accelerated rate beyond what was predicted. These open space pockets appear in the southwestern sector of the Planning Area between SR 1148 and Peanut Road, Peanut Road and the proposed bypass, and between U. S. 701 and Ben Street Extended. In the southeastern sector of the Planning Area, these pockets appear on the southeast and west of the existing residential subdivision served by David and Hill Streets. In the northwestern sector one open space pocket appears north of the proposed bypass in the vicinity of Marvin, Morehead and Robeson Streets Extended.

(3) As a link complimenting the active use of the proposed neighborhood parks.

THOROUGHFARE PLAN



TABLE OF CONTENTS

	Page
THOROUGHFARE PLAN	110
Parking	113

THOROUGHFARE PLAN

People in the Elizabethtown Planning Area move about by means of two primary thoroughfare systems: major and minor. Major thoroughfares are specifically geared to handle heavy traffic generated in or out of the community. The primary objective of the major streets is to carry intercommunity or through traffic quickly and efficiently without disrupting the routine of Elizabethtown's daily activities.

Note that in Table 1 showing the total number of acres currently developed, streets take up about 36 percent of the total land developed. Normally, in a balanced urban land use distribution, streets take up between 25-30 percent. The excess in this case is a result of sparse development in some areas of the fringe where street rights-of-way have been accommodated in full anticipation of accelerated development. In this instance perhaps the projected addition of 34 acres in street surface may be unwarranted. However, this excess may be handled in two ways. First, need for more parking, especially in the Central Business District, is becoming very obvious, in which case the additional acreage could be channeled there rather than to the outlying fringe areas. Secondly, city beautification programs, a necessary corollary to the economic and social progress, includes, among other items, planting and landscaping the urban areas of Elizabethtown especially in the Central Business District. Therefore, scenic easements or malls can be accommodated therein.

Another way of looking at the additional 34 acres projected for 1980 could mean, aside from additional streets that must accompany additional residential expansion, the effectuation of a bypass connecting N. C. 87 to U. S. 701 at the edges of town rather than intersecting at the Central Business District. The bypass would relieve the traffic congestion of the Central Business District, curtail traffic hazards generated by east-west, north-south through traffic. Ideally, a circumferential

road ringing the town would eliminate downtown congestion and high speed through traffic. Many communities large and small in North Carolina are resorting to this technique. In Elizabethtown the foreseeable traffic volume increase does not warrant this type of elaborate treatment. At most a simple bypass connecting the two major routes ought to be sufficient. The major portions of the bypass would be accomplished by improving local streets designed as bypass. The remaining portions would be additions linking the bypass to U. S. 701 and Broad Street.

The principle disadvantage Elizabethtown's minor thoroughfare system suffers from is the high number of unpaved streets. In the eastern sector of the Planning Area the following streets, currently heavily travelled, should be paved: portions of Swanzy Street stretching between Lower Street and Hill Street Extended, Morningside Drive, David Street Extended, and Hall Street. In the southwestern sector of the Planning Area the following streets should be paved: Nick, Williams, and Dunham Streets and, within the life-span of the Development Plan, all other streets shown on the Streets Condition Map should be paved. Craig Street, north of Broad Street, should also be paved. The entire street system serving the subdivision at the extreme east of the Planning Area on Broad Street should be paved. Other unpaved or unopened streets in the area should be paved as development occurs. In the instance where redevelopment of residential blight is anticipated, such as the southwestern sector between U. S. 701 and Peanut Road, street realignments should accompany such redevelopment. Pedestrian crossings, especially where children cross to and from school should be clearly marked to safeguard the pedestrians.

The recommended bypass thoroughfare treatment is illustrated in the map which follows this discussion. Essentially an east-west bypass highway is recommended linking with U. S. 701 (north-south) and connecting at Broad Street. Portions of SR 1155 and SR 1703 are proposed to be upgraded and included in the system.

Future development in a northerly direction is unlikely due to soil and topographical conditions prohibiting such development thereby eliminating the necessity of a bypass in that direction. The southern portion of the bypass is aligned at a considerable distance from the town center. Since development in Elizabethtown is moving east, west and south, the linkage points east and west with Broad Street, and south with U. S. 701 were placed as distant from current development as was feasible in order not to dissect any residential subdivision current or future or hamper school activities. In this manner, trucking that will service industries can better utilize the bypass since the major portion of industry and warehousing in the Elizabethtown Planning Area are located on the outskirts of U. S. 701 and Broad Street. Furthermore, future industrial sites are recommended in the fringe areas away from dense residential uses. This recommendation coincides with the thoroughfare plan. New residential subdivisions served by U. S. 701, Broad Street, Ben Street, and Mercer Mill Road should be oriented in a manner where the residences do not front on the major thoroughfare system.



ELIZABETHTOWN
NORTH CAROLINA

LEGEND

THOROUGHFARE PLAN

EXISTING ALIGNMENT		PROPOSED ALIGNMENT
———	MAJOR	- - -
———	MINOR	- - -

N

SCALE

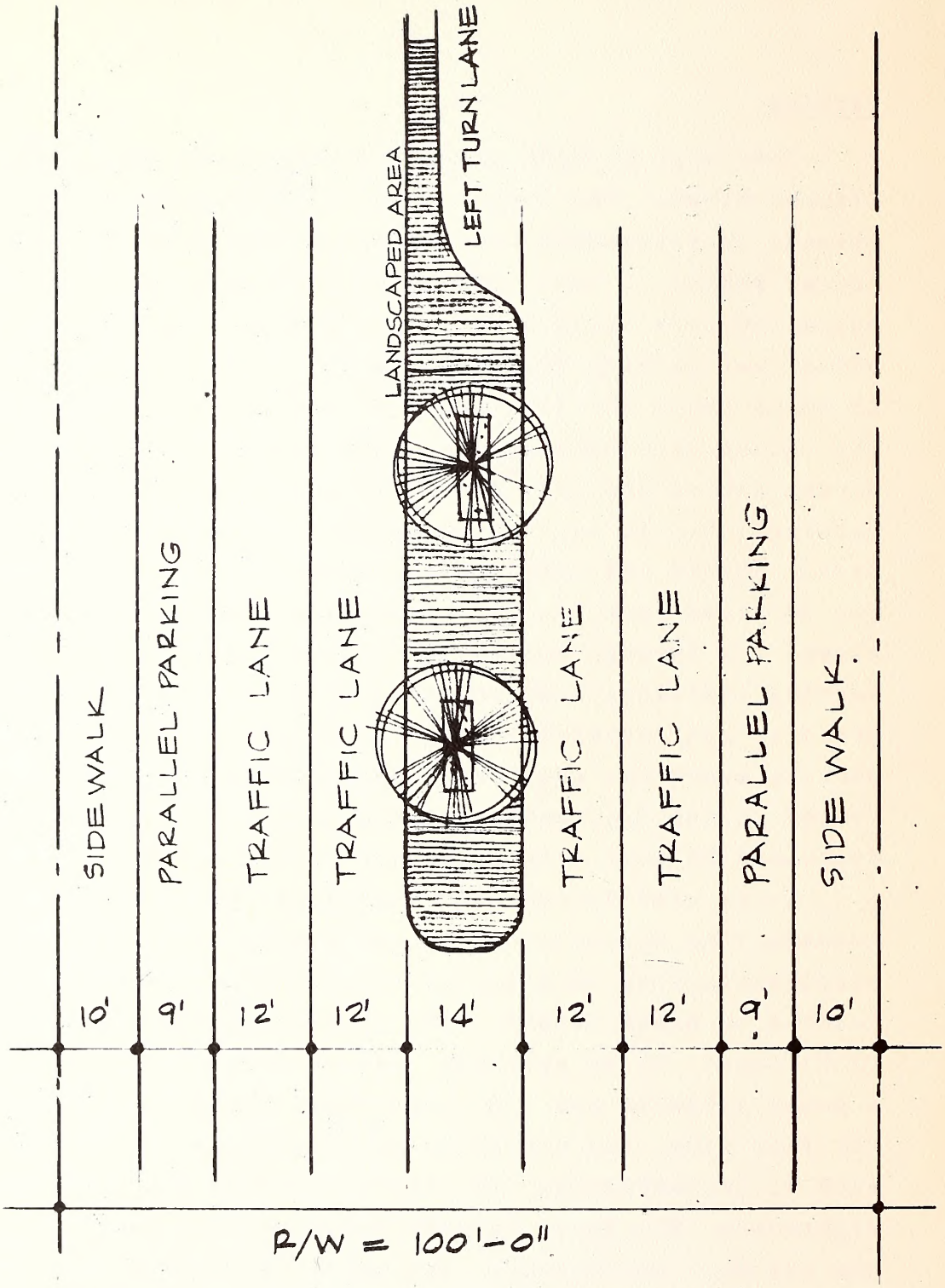
0 .1 .2 .3 .4 .5

tenths of a mile

Parking

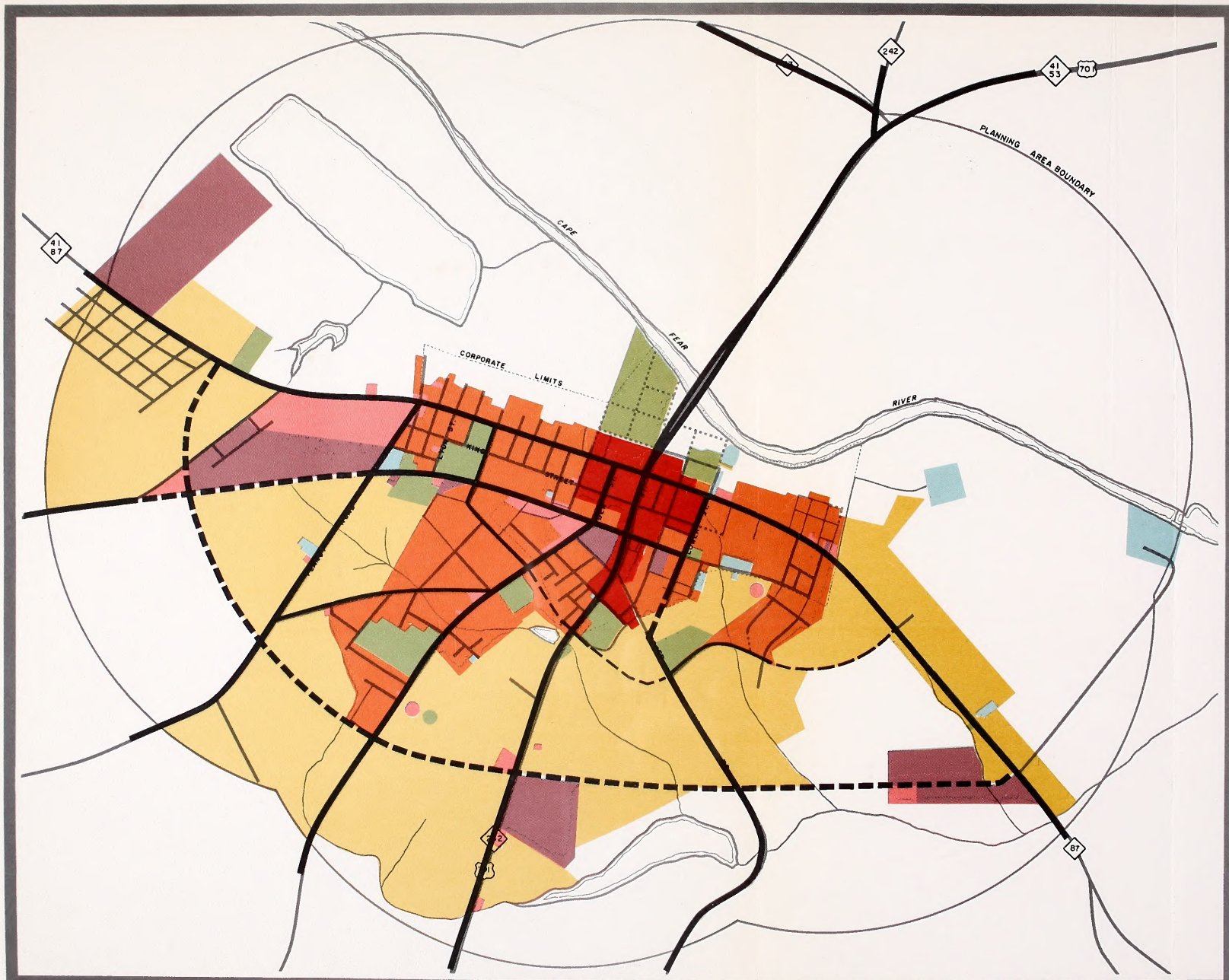
Note must be made of the parking facilities current in Elizabethtown. The bypass would relieve much of the congestion present in Elizabethtown's business area on Broad Street, Swanzy Street and U. S. 701. Otherwise, on-street parking on Broad and Swanzy Streets would become intolerable in the future. However, off-street parking facilities must be provided, public or private, in areas where the likelihood of parking demands will increase. The vacant lots between Broad and Swanzy Streets on Cypress Street behind the City Hall is a good site for a landscaped parking lot. It is, however, also most suitable for an urban park. Should the ultimate decision favor the use of that parcel for an urban park, it is recommended that Courthouse Street be closed for through traffic and converted into a parking lot serving individuals on shopping or municipal business. New business and industrial enterprises must provide off-street parking space for their employees and clientele. In the forthcoming Zoning Ordinance, on-site parking regulations will be discussed in some detail to clarify all the requirements.

It is also recommended that angle parking on Broad Street between Pine Street and 701 (two blocks) be substituted by parallel parking in order to allow for a pedestrian mall to be located on Broad Street. The street right-of-way is one hundred (100) feet. It is proposed that on each side of the right-of-way a paved sidewalk ten (10) feet wide, parallel parking lane nine (9) feet wide, two vehicular traffic lanes twelve (12) feet wide each be accommodated. The total width of the above add up to eighty-six (86) feet, leaving fourteen (14) feet for a mall in the center. See sketch. The mall, lined with trees and well landscaped, is seen as greatly enhancing the Central Business District. It will help resolve the current absence of a spatial relationship in the Business District mentioned earlier, and produce a more pleasant shopping environment in Elizabethtown.



SKETCH OF BROAD STREET MALL PROPOSAL

SCALE: 1" = 20'-0"



ELIZABETHTOWN
NORTH CAROLINA

LAND DEVELOPMENT PLAN

LEGEND

- RESIDENTIAL
  - MEDIUM DENSITY
  - LOW DENSITY
- COMMERCIAL
- INDUSTRIAL
- TRANSPORTATION & UTILITIES
- CULTURAL, RECREATIONAL, & EDUCATIONAL
- CENTRAL BUSINESS DISTRICT
- AGRICULTURAL & WOODLAND

THOROUGHFARE PLAN

EXISTING ALIGNMENT	PROPOSED ALIGNMENT
MAJOR	MAJOR
MINOR	MINOR

N

SCALE

0 .1 .2 .3 .4 .5

10ths of a mile

CONCLUDING REMARKS

This, in essence, is the plan for Elizabethtown. It is a plan for a beautiful town in Bladen County. For the town and the county, it is an opportunity to attract business, industry, and institutions that will greatly enhance the economic and cultural life of Elizabethtown and Bladen County - an opportunity that is unlikely to occur again. It is an opportunity for the people who now, and in the years to come, will be residents of Elizabethtown and its immediate areas.

Today, the plan is a set of proposals on paper. Its soundness and feasibility have been checked by the Elizabethtown Planning Board for about a year. Tomorrow, it can be one of the finest communities in North Carolina.

The Planning Board's proposed plan for the growth of Elizabethtown is a change of course away from the needless waste of land, sprawl, disorder, and congestion to a direction of order, beauty, financial stability, and sincere concern for the growth of the people of Elizabethtown.

The residents of Elizabethtown have an exceptional opportunity in the fulfillment of the workable plan. The opportunity is tangible as well as intangible. Both are equally compelling.

STATE LIBRARY OF NORTH CAROLINA
3 3091 00748 5915